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日伍廿月四年卯丁

HONG KONG, WEDNESDAY, MAY 25th, 1927.

叁拜禮

日伍廿月五年七廿百九千壹英

PRICE: \$3 PER MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.30	10.30	12.00	1.15	2.25	4.35	5.39	7.21
Yauwalei ...Dep.	6.50	8.15	9.40	10.40	12.10	1.25	2.35	4.45	5.49	7.31
Shatin ...Dep.	7.02	8.27	9.52	10.52	12.22	1.37	2.47	4.57	6.01	7.43
Taipei ...Dep.	7.18	8.43	10.08	11.08	12.38	1.53	3.03	5.13	6.17	7.59
Taipei Market ...Dep.	7.31	8.56	10.21	11.21	12.51	2.06	3.16	5.26	6.30	8.12
Fanning ...Dep.	7.32	8.57	10.22	11.22	12.52	2.07	3.17	5.27	6.31	8.13
Shenzhen ...Dep.	7.36	9.01	10.26	11.26	12.56	2.11	3.21	5.31	6.35	8.17
Shenzhen ...Arr.	7.42	9.07	10.32	11.32	13.02	2.17	3.27	5.37	6.41	8.23
Canton ...Arr.	7.50	9.15	10.40	11.40	13.10	2.25	3.35	5.45	6.49	8.31

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	11.30	2.30	3.30	6.25	7.30	8.35	9.40
Shatanok ...Dep.	8.40	12.25	3.15	4.15	7.10	8.15	9.20	10.25
Shatanok ...Arr.	8.30	10.15	1.05	2.05	5.00	6.05	7.10	8.15
Fanning ...Arr.	7.25	11.10	2.00	3.00	5.55	7.00	8.05	9.10

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. The Orient & China Navigation Co., Ltd., The American Express Company, Hong Kong, or from G. A. WALKER, Manager.

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SUNDAY, 26th MAY.
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Our London Letter.

ATTEMPTED TERRORISM.

COMMUNISTS THREATEN MINISTERS.

SOCIALIST ANGER AT TRADE UNION BILL.

[FROM OUR OWN CORRESPONDENT.]

London, April 30th.

Princess Mary Viscountess Lascelles received numerous congratulations this week on her birthday. I believe it has come as something in the nature of a surprise to many women readers in the Press to realise that the Princess is now thirty. No doubt this is because the King's only daughter was kept so much in comparative seclusion during her girlhood that most people have the vague notion that she is still a girl. But she is the mother of a couple of sturdy boys, and somehow contrives to combine the duties of chaperone of Goldsmith's Hall in Yorkshire, and Chesterfield House in London, with the many ceremonial duties that fall upon her as an English Princess. In connection with her birthday there was no celebration, which is in keeping with the practice of the Royal Family in this respect.

Peers in Their Own Right.

Since the Cabinet decided to legislate in order to give the Parliamentary vote to women at twenty-one, peers in their own right are encouraged to ask why they should not sit and vote in the House of Lords. Thus an old controversy is being revived. The peers now have a stronger case than ever they had. Clearly it would be an anomaly if women are to exercise the franchise and be eligible to sit as members of the House of Commons at twenty-one, and at the same time peers in their own right are to be excluded from the House of Lords irrespective of age.

There are at present twenty-two peers who claim the right to sit and vote with the peers, and Viscount and Viscountess Astor are preparing to push their claims on the Government. A Bill is to be introduced by Lord Astor proposing that any peeress who receives a writ of summons from the King as a peeress in her own right shall be entitled to take her part in the proceedings of the Upper House. This means the case of the Twenty-two ladies referred to above. I learn that there is to be a determined effort to get the sex barrier removed so as to admit peers to participation in the work of Parliament.

The Prime Minister's Health.

The Prime Minister returned to Downing Street this week for the re-assembling of Parliament after a much-needed rest which he has had since Easter at Chequers. Mr. Baldwin has not been well of late. He has felt the strain of office in recent months, and in addition to the work and worry inseparable from the business of the House of Commons, as head of the Government he has had to preside over an exceptionally large number of Cabinet meetings. The situation in China has caused him deep anxiety, for in the last resort he has to shoulder responsibility for anything and everything that is done. Mr. Baldwin, who will be sixty this year, came like Mr. Joseph Chamberlain rather late into Parliament, and he was fifty when he first became Prime Minister.

Political Fanatics At Bay.

The prediction I made that the Labour party will fight the Trade Unions Bill tooth and nail is in course of fulfilment. The measure is designed to free organised labour in the country from the political levy which, in effect, compels trade unionists to support Socialist and Communist propaganda which the majority of the contributors detest. It also contains provisions definitely making a general strike illegal. The extremists of the Labour party are declaring that the Bill is a monstrous piece of class legislation intended to curtail the privileges and the rights of trade unions. These protestations sound rather comic coming from men who have preached the "class war" for years past as a solemn duty of the working men of the country.

(Continued on next column).

MAY DANIELS MYSTERY.

NO NEARER A SOLUTION.

FRENCH POLICE ADMISSIONS.

Bortogne.

It is probable that the mystery of the death of Miss May Daniels, the young London nurse who was found strangled on the cliffs at Wimille, near Boulogne, on February 28th, after she had been missing for more than four months, will never be solved.

Theory after theory has collapsed, and the police are as far from a clue of any real importance as they were when the body was found. Indeed, they are in a relatively worse position, for the further elapse of time has made their task even more difficult.

With all the investigation that has taken place the authorities have absolutely no knowledge of the movements of Miss Daniels from the moment she left Miss McCarthy on October 6th at the Central Station. They have taken many statements from witnesses who thought they saw the dead girl, but none of them stands the test of investigation except the plain, straightforward declaration of Miss McCarthy. She has told how she crossed from Brighton to Miss Daniels, spent the afternoon of October 6th with her in the town, and then missed her at the station. From that moment the girl vanished, yet such evidence as there is points to the fact that she spent a considerable time in the district.

It has been established that the underclothing found on the body was different from the clothing worn by Miss Daniels when she arrived here.

The only other fact that has been ascertained after eight weeks' investigation is that Miss Daniels was murdered—and that was discovered only when her relatives refused to accept the suggestion of the police that death was due to an illegal operation, and insisted upon a pathological examination being made of the remains.

This showed that strangulation was the cause of death and expeditious police theory as to the cause of the death was thrown back on theories that are unsupported by any evidence.

Detectives' Admission.

They frankly admit that they are as far off a solution as they were weeks ago, but are now pinning their belief to the idea that the murderer was an Englishman. They have no real basis for this suggestion, but it is as good as any other for them to work upon. Like all those that have gone before, it may have to be abandoned for a new idea. In the meanwhile they are probing in the dark for something, but they know not what.

Of course, opposition to the Bill in Parliament and on the platform is legitimate and can be successfully challenged in the same way; but the wild men of the Labour party have no means to stop at that. They have seized the opportunity offered by the introduction of the Bill to get into touch with Moscow once more—as they did during the general strike—and to embark on a course of intimidation. They are even threatening another general strike, though nobody takes that seriously.

Intimidation.

What is being taken seriously is the fact that the Communists are sending threatening letters to members of the Cabinet, just as was done at the time of the Irish home law dispute when contention was fiercely carried on between Northern and Southern Ireland and the Government in London. I learn that Cabinet Ministers are being threatened with abduction or assassination, the object being to intimidate them from doing what they believe to be their duty to the country by striving to pass the Bill into law.

The threats will not of course have the slightest effect on Ministers, but whenever letters of this character are received they cannot be ignored altogether. The Home Secretary is responsible for the safety of members of the Government, and he has to take precautions in the present instance. One never can tell whether a fanatic will run amok in the neighbourhood of Westminster or Whitehall. Those who like myself find themselves on business at the Houses of Parliament are now aware of the presence of a large number of special service men from Scotland Yard unobtrusively on the watch for suspicious-looking strangers.

DIARY OF EVENTS.

To-day.

Exhibition Tennis: H. D. and S. A. Rumbach v. Ng Sze Kwong and T. Honda, H.K.C.C. ground, 4.30 p.m.
Tea dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Bowling: Services race for Brown Rowing Club, Royal Hong Kong Yacht Club, 5.15 p.m.
Water Polo: Section of K.B.S.F. P.A. meeting at Central British School, 6 p.m.
Dinner Damsant and Exhibition Dancing at Cafe Restaurant Parisien.
K.O.S.B. ("C" and "D" Companies) dance, the Cinema, Mount Austin Barracks, 7 p.m.
Queen's Theatre: "New Lives for Old."
World Theatre: "Big Brother."
Star Theatre: "The Substitute Wife" (matinee only).
Willbur Players present "Abie's Irish Rose," Star Theatre, 9.15 p.m.
Principal Mails:—Outward: Australia and New Zealand, etc. (Hishima Maru), 9.30 a.m.

Thursday.

Ascension Day.
Queen Mary born, 1867.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Tennis League:—"A" Division: C.R.C. v. I.R.C., 5.15 p.m.
"Squeakettes" give matinee performance, Helena May Institute, 5.30 p.m.
Practice Parade for King's Birthday Parade, Volunteer Headquarters, 5.30 p.m.
Theosophical Society Lecture, 6 p.m.
Dinner Damsant and Exhibition Dancing at Cafe Restaurant Parisien.
Queen's Theatre: "The Cheerful Fraud."
World Theatre: "Oh Baby."
Star Theatre: "Empty Hands."
Willbur Players present "The Divorce Question," Star Theatre, 9.15 p.m.
Principal Mails:—Inward: Europe via Suez (Mantua).

Friday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Dinner Damsant and Exhibition Dancing at Cafe Restaurant Parisien.
Kowloon Chess Club return match: Kowloon v. H.M.S. Hermes, 8 p.m.
Peak Club dance, 9.15 p.m.
Queen's Theatre: "The Cheerful Fraud."
World Theatre: "Oh Baby."
Star Theatre: "Empty Hands."
Willbur Players present "The Divorce Question," Star Theatre, 9.15 p.m.
Principal Mails:—Outward: Europe via Siberia (Sinkiang), 5 p.m.

Saturday.

St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 2.30 p.m.
2nd Extra Race Meeting, Macao (first day).
Lawn Bowls League:—Division I: C.C.C. v. K.B.G.C.; K.C.C. v. K.D.R.C.; C.S.C.C. v. Tai Koo R.C. Division II: Tai Koo R.C. v. K.C.C.; Recreio v. C.S.C.C.; Yacht Club v. C.C.C.; K.B.G.C. v. E.P.R.C.
Lawn Tennis League:—"A" Division: H.K.C.C. v. M.B.K.; U.S.R.C. v. K.C.C.; I.R.C. v. University. "B" Division: H.K. C.C. v. M.B.K.; Nippon Club v. C.C.C.; Recreio v. I.R.C.; R.E. v. C.C.C.; S.C.A.A. v. U.S.R.C.; H.K.C. v. University. "C" Division: C.C.C. v. R.A.O.C.; K.B.S.F.P.A. v. Nippon Club; Recreio v. Tai Koo R.C.; C.R.C. v. Netherlands T.C.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Damsant and Exhibition Dancing at Cafe Restaurant Parisien.
Dr. R. H. Kotewall, C.M.G. D.L.D., Yet Woo Restaurant West Point.
Dinner Damsant and Exhibition Dancing at Cafe Restaurant Parisien.
Queen's Theatre: "The Cheerful Fraud."
World Theatre: "Oh Baby."
Star Theatre: "Empty Hands."
Principal Mails:—Outward: Europe via Marseilles (Mortan), 10.30 a.m.

Sunday.

Sunday after Ascension.
2nd Extra Race Meeting, Macao (second day).
(Golf: Royal Hong Golf Club (Senior Section) v. Junior Section, Happy Valley course (morning).
Dyer Challenge Cup Competition: Scottish Company inter-platoon shoot, Stonecutters Range. (Continued at foot of next column).

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[A.P.B.]

Monday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.

Volunteers Practice Parade for King's Birthday Parade, Football Ground, Happy Valley, 5.30 p.m.

Dinner Damsant and Exhibition Dancing at Cafe Restaurant Parisien.

Principal Mails:—Outward: Europe via Siberia (Hakozaki Maru), 10.30 a.m.

Wednesday.

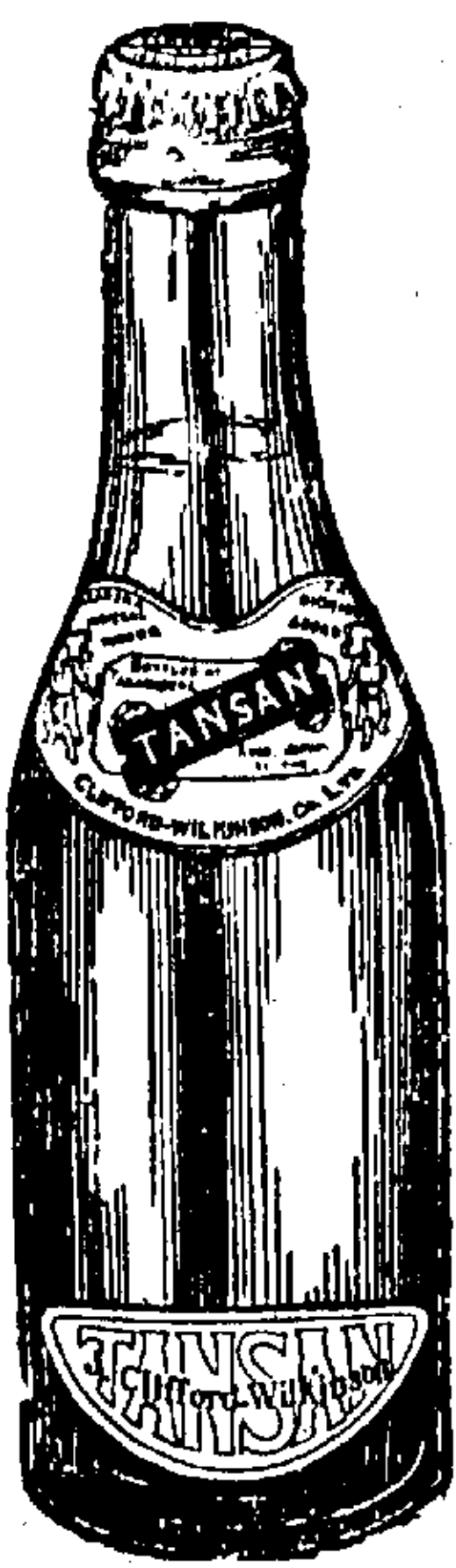
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Revised by Members.

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UNDER RED RULE IN KIUKIANG.

EXECUTIONS AND TORTURE BY POPULAR VOTE.

WORKMEN TURN TO BANDITRY FOR A LIVING.

A GENERAL EXODUS TO SHANGHAI.

KIUKIANG, May 24th. It is every day growing more evident that the whole province of Kiangsu has passed into the control of the Kuomintang Communist left wing, whose headquarters are at Hankow, writes a N.Y. Daily News correspondent. The troops of Chiang Kai Shek's 1st Army, who were reported to be invading the province from the east, have failed to materialize.

From every direction reports come in showing that the Labour Union, co-operating with Communist magistrates, are firmly seated in the saddle. They rule the province with a heavy hand. There is neither justice nor safety for any. Even those who know and have had experience of the results of Bolshevism are surprised at the rapidity with which conditions have deteriorated to a state of chaos.

Mobs Turned Loose.

In Kiangchuen the potteries are closed down and 300,000 workmen, notorious for their turbulence, have become robbers to earn a living. In Kiangchow, in the far south, trade has ceased and the mobs extort a living from the wealthy who have dared to stay behind to look after their properties.

The month of May sees the opening of the tea season, and buyers from Shanghai and Hankow should be on their way to Wuning and Ningbo to arrange for the export of the tea crop, but the buyers this year are few, for many have been robbed by the wayside, and many others prefer not to face the risks of the long journey down from the tea hills by junk with so valuable a cargo. Moreover, the tea farmers will not part with their tea for depreciated paper money or drafts on Shanghai which may be dishonoured.

A Mockery Of Justice.

We need go no further than Kiukiang to find conditions typical of those which prevail throughout the province. Last week, some farmers from the north bank were visiting the town, when 20 of their number were seized by labour pickets and accused of having taken part in the previous month in the riots which led to the destruction of the Labour Union's headquarters and the death of two pickets. Twelve of them, with large sums of money, bribed the magistrate, who let them go. The remaining six were taken before a People's Court for trial. The judge was the local magistrate and admission to the court was only open to members of the Labour Union.

After the mockery of a trial the judge asked the specially packed audience whether the six men were guilty or not and the audience condemned them. So they were taken out and shot in an open space near Duff's Farm. They were shot before a crowd of 10,000, who had gathered to enjoy the spectacle. They were shot to the clapping of hands, first in the arms and legs, and then, when they had writhed sufficiently, they were killed. Such is justice in the Treaty Port of Kiukiang, two months after the control of the Concession has been transferred to the modern Nationalist Government of China.

All Shanghai Chinese newspapers are suppressed in the Kiukiang Post Office by Red censors and the local Chinese are entirely dependent on foreign sources for their news, except for such propaganda as is hauled out by the local Communist publication, the *Kuo Min Hsin Wen*. The Chinese do not discuss politics in public; it is not safe. There have been over 100 executions in Kiukiang alone during the past month. They come stealthily into your room and ask for news and before they discuss the situation they make sure that the door is properly closed.

Embargo On Silver.

An embargo has been declared on the use of silver. The silver is required for sending to Hankow, where it is said it will be used to pay the troops. Others say that the Hankow labour leaders and agitators feel their time is short and they are collecting the silver for their own use, lining their pockets while the going still is good. The merchants' books are examined and, if silver is found, it is taken from them and they are offered paper notes in exchange. These provisional notes of the Central Bank are useless for buying drafts on Shanghai and should, for instance, Chiang Kai Shek re-occupy Kiukiang, they immediately would become valueless.

Silver has disappeared from the streets, as those who still have any left conceal it. The punishment for those who refuse paper money is heavy. A small money shop, the other day, refused to cash some notes for silver, the manager was dragged off to the magistrate and fined \$3,000, the whole of his capital. He now is ruined. Under such conditions business is impossible and nearly all shops are closed.

The steamers for Shanghai are packed with the wealthy escaping from the persecution that awaits them. These wealthy Chinese now find it cheaper to travel 1st class foreign, as the ship's boys and companions "squeeze" them so unmercifully if they travel 1st class Chinese.

A Raid At Kuling.

Kuling has been visited by an armed gang of robbers, who attacked the police station and killed a sergeant. They subsequently held up some of the wealthy Chinese contractors who live in Kuling, and extorted money from them. They appear to have done little looting and did not enter the estate. Some of the robbers have been caught in Kiukiang and shot.

It is estimated that 5,000 coolies every year find employment carrying up and down the mountain. For these men there is no employment this year and there is little doubt that the whole of Kuling, both foreign and Chinese, will be visited during the coming summer and autumn by gangs of these coolies who will go from house to house, pilfering until the place has been looted clean to the last scrap. The post of Superintendent of Customs in Kiukiang has achieved popularity. The salary is Ts. 2,000 a month. After the flight on board a British steamer of the late Superintendent, Liu Hao, Lin Tso Lich, a Communist, came down from Hankow and took up the post. A few days later, a man named Ting arrived and claimed the post, stating that Lin was an imposter, and now a third man has arrived, named Chang, stating that both the first two are imposters. They all were appointed by different parties in Hankow who are fighting for the spoils of office.

Pacifying The Foreigner.

In all this welter of turmoil, the foreigners for the moment have little to fear. An order has come from Hankow to pacify the foreigners. At a recent meeting of the Kiukiang General Labour Union, the leaders reported they had received instructions to concentrate their propaganda on Chiang Kai Shek; the foreigners were to be left severely alone, as they would be dealt with later.

The Firm Policy.

The Commissioner of Foreign Affairs has been informed by the foreign officials that the posters plastered all over the Concession walls are a disgusting sight and he was told that if he did not cause them to be removed they would be removed for him. A gang of coolies went round the next morning with soap, water and wire brushes and washed off every trace of the posters.

Foreign Protection Wanted.

It is not only in Hankow that the presence of the foreigners is watched with anxiety. Locally the people are terrified lest there should be a foreign incident resulting in the withdrawal of the foreigners and their ships, for it is an open secret that, in that same hour in which the foreign men-of-war leave Kiukiang, the native city will be looted by the soldier hordes who at present are living on the people. These soldiers have acquired a very wholesome respect for the guns of foreign men-of-war and it is this respect only which stands between the Chinese citizens of Kiukiang and looting, rapine and murder.

Those Chinese contributors to the correspondence columns of the *North-China Daily News*, when they state that there are no Chinese who desire foreign intervention, are writing pure moonshine regarding the safety of a foreign Concession defended by a foreign troops. Let them come to Kiukiang if they dare, and they will find that the Chinese not only hope for foreign intervention but pray for it.

The Kiukiang Chinese and their fellow-citizens throughout the territory where Hankow holds sway now realize, too late, that foreign intervention is the only hope left to them. Perhaps in the fulness of time the foreign Powers will intervene to restore peace to the land and to make employment possible again for the hungry mobs thrown out of employment by the tactics of a Communist Government.

CONSTANTINOPLE AS A PORT.

PROPOSED INSTITUTION OF FREE PORT.

ARRESTING FALLING-OFF IN TRANSIT TRADE.

The question of creating a free zone at Constantinople has recently been discussed in Turkish Government circles, as also in the local press. There is a strong current of opinion in the Ministry that the creation of a free zone at Constantinople would be very beneficial to Constantinople if for no other reason than to arrest perhaps the downward trend of her transit trade.

Among the business community of Constantinople there appears to be little interest shown in this question, and even the Chambers of Commerce, both Turkish and foreign, are somewhat reserved and sceptical on the subject. Possibly the reason for this absence of any great interest among the local merchants is because the creation of a free zone will not really directly affect them to any appreciable extent. It is the Municipality of Constantinople or the Government Treasury that will benefit by such a measure, as it is believed that one of the main results which Government circles foresee and expect from the creation of a free zone is the attraction of foreign capital for the setting up of factories, workshops, etc., within the free zone, which (it is calculated) will yield a substantial revenue to the authorities in taxes, etc., and will also employ a large amount of Turkish labour.

It is hoped by the authorities that the articles manufactured in the free zone of Constantinople will be distributed all over the Balkan States, and possibly even Russia, and that this, coupled with the facilities for storage of goods in transit within the free zone, will enable Constantinople to recover a great deal of her transit trade which she has been steadily losing of late.

Project Of Law.

The project of law which has already been prepared and approved by the Council of Ministers and published in the local press, deals with the creation of a free zone for the following purposes:—

- (1) Storage of raw material and manufactured goods from abroad or the interior in transit.
- (2) Packing or repacking, manipulation, cleaning and classification of merchandise and similar operations.
- (3) The working up and conversion of raw material.
- (4) The mounting of rolling stock and other machinery with parts procured from abroad.
- (5) Creation and installation of factories, workshops, etc., and repair yards for shipping, employing either foreign or local material.

This draft bill has, of course, still to come before the Grand Assembly at Angora for discussion and approval before becoming law. The success or otherwise of the free zone would probably depend to a great extent on the ability of the authorities to reduce sufficiently the present very heavy charges for the handling of cargo in the port, and this in order to compete with other neighbouring transit ports, e.g., Piræus, etc.; furthermore, the shortage of local skilled labour would constitute a difficulty with which the foreign capitalist would have to contend.

It is not yet in any way decided what part of the town will be set aside as a free zone, and, in fact, I believe that in some quarters the advisability of making a free port of the whole of Constantinople is being put forward and this presumably owing to the difficulty and expense of creating a satisfactory and sufficiently large new port to serve as the port of the free zone.

WAR PENSIONS.

WHAT BRITAIN PAYS COMPARED WITH OTHER NATIONS.

Major Tryon, Minister of Pensions, at the British Legion Club, Brighton, said that in Great Britain the compensation paid to disabled officers and men and other sufferers from the Great War represented an average contribution per head of the population of about 30s. This was one-half as much again as the corresponding contribution made in France, Germany, and the United States.

Since the Armistice the Ministry had spent £28,000,000 in weekly allowances for the maintenance of children, and even now more than £2,000,000 a year was absorbed in this way. Besides the maintenance allowance, the Ministry could, under certain conditions, help in the education of children. Since the Armistice nearly 23,000 children had been assisted to obtain technical secondary or higher education by grants from the Ministry. At the present moment some 8,500 children were being so assisted. The Ministry was spending £2,500,000 a year in the relief of cases of mental and nervous trouble.

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11,321 tons.	11,316 tons.	11,174 tons.	11,198 tons.
Leave Hong Kong... May 26th	June 23rd	July 21st	Aug. 25th
Arrive Shanghai... " 29th	" 26th	" 24th	" 28th
Leave Shanghai... June 1st	" 29th	" 27th	" 31st
Arrive Tsingtau... " 3rd	July 1st	" 29th	Sept. 2nd
Leave Tsingtau... " 4th	" 2nd	" 30th	" 3rd
Arrive Weihaei... " 4th	" 2nd	" 30th	" 3rd
Leave Weihaei... " 4th	" 2nd	" 30th	" 3rd
Arrive Taku Bar (for Tientsin & Peking) ... 5th	" 3rd	" 31st	" 4th
Leave Taku Bar... " 8th	" 6th	" 4th	" 8th
Arrive Chingwangtao... " 9th	" 7th	" 5th	" 9th
Leave Chingwangtao... " 9th	" 7th	" 5th	" 9th
Arrive Dairen... " 10th	" 8th	" 6th	" 10th
Leave Dairen... " 14th	" 12th	" 10th	" 14th
Arrive Taku Bar... " 14th	" 12th	" 10th	" 14th
Leave Taku Bar... " 15th	July 13th	Aug. 10th	" 14th
Arrive Weihaei... " 15th	" 13th	" 11th	" 15th
Leave Weihaei... " 16th	" 14th	" 12th	" 16th
Arrive Tsingtau... " 17th	" 15th	" 13th	" 17th
Leave Tsingtau... " 19th	" 17th	" 15th	" 19th
Arrive Shanghai... " 25th	" 23rd	" 21st	" 25th
Leave Shanghai... " 28th	" 26th	" 24th	" 28th

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SAVED BY HIS PARACHUTE.

R.A.F. OFFICERS' THRILLING ESCAPE.

PLANE CRASHES IN FLAMES.

By a thrilling parachute descent and when his machine was hurtling to the ground, an R.A.F. officer saved his life near Kenley Aerodrome.

Flight Lieutenant David d'Arcy A. Greig, D.F.C., of the Air Defence Force, was practising in a single-seater aeroplane of the 23rd Kenley Fighting Squadron, his machine suddenly became uncontrollable when in a spin at a height of 8,000 feet above Chesham, near Warrington. Spectators on the Surrey Hills saw, to their horror, the plane hurtling down to destruction, and they watched a tiny figure detach itself from the machine.

It was Lieut. Greig, who leaped from the plane with his parachute.

Burst Into Flames.

After a sheer fall of several hundred feet the parachute opened, and the officer floated down on Riddlesdown, while his plane sped towards the earth at a terrific speed. It hit the ground behind a group of trees, rebounded, turned a complete somersault and crashed into the soft earth. There was a loud explosion and columns of flame shot up.

Lieut. Greig landed safely two miles away, and immediately rang up Kenley Aerodrome to report the incident.

Firemen hurried to the plane and extinguished the flames.

They searched the wreckage for a body and did not learn until later that the airman had landed safely.

The pilot, a skilled airman, is posted at the Central Flying School, Wittering.

Figures In The Sky.

Mr. W. D. Moors, proprietor of the Rose and Crown Hotel, Riddlesdown, gave a graphic account of the accident.

"Quite by chance," he said, "I looked up to watch a plane coming over from Kenley Aerodrome. Suddenly there were some sharp reports which I could hear quite plainly, although the machine was at a great height in the air, and a stream of smoke came from the fuselage. 'I could just see the figure of a man hanging to the body of the plane, but as it rushed to earth with a cloud of black smoke behind it in the sky the man seemed to throw himself free, and I saw that he was equipped with a parachute, which soon opened.'

"The smoking plane came hurtling down, and as it crashed it burst into a roaring mass of flames."

"There are few cases where R.A.F. pilots have been able to save themselves from a crash by the use of a parachute," said an Air Ministry official.

"The use of parachutes in the Air Force has only been in existence for eighteen months or two years, and I can only recall two previous cases."

(Continued at foot of next column).

EXCHANGE.

CLOSING QUOTATIONS.

May 24th, 1927.

ON LONDON.—	
Telegraphic Transfer	2/0 1/16
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/1 1/16
Credits, at 4 months' sight	2/1 1/16
Documentary Bills, at 4 months' sight	2/1 3/16
ON PARIS.—	
Bank Bills, on demand	1,240
Credits, 4 months' sight	1,315
ON NEW YORK.—	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	50 1/2
ON BOMBAY.—	
Telegraphic Transfer	18 1/2
Bank Bills, on demand	18 1/2
ON CALCUTTA.—	
Telegraphic Transfer	34
Bank Bills, on demand	34
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	104
ON MANILA.—	
On demand	95
ON SINGAPORE.—	
On demand	86 1/2
ON BATAVIA.—	
On demand	121
ON HAMBURG.—	
On demand	nom.
ON SAIGON.—	
On demand	93 1/2
ON BANGKOK.—	
On demand	93 1/2
SOVEREIGN, Bank's Buying rate	\$9.65
GOLD LEAF, 100 fine, per tola	—
SILVER, per oz.	26 1/2

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GUNS by W. W. GREENER, WEBLEY and SCOTT, and Other Makers—British, French and American.

B.S.A. Air Rifles, and Miniature Rifles, 22 Calibre, Repeating and Automatic.

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"One was at Duxford, when two pilots involved in a collision escaped by using parachutes, and the other was when a Vickers pilot saved his life by a parachute."

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1st Row Chair	\$1.50
2nd Row Chair	\$1.00
1 Class	.50
Gallery	.30

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tuberculosis, loss of vitality, and at
any time a health-restoring Tonic is
needed to tone up the system,
follow the Doctor's advice
and take

HEMOSTYL SYRUP.

Sold in Bulbs or in Syrup
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FRANK SUTTON, M.C.

GENTLEMAN ADVENTURER, AND CHINESE GENERAL.
RETURNS HOME.

TO TELL ENGLAND ABOUT CHINA.

The departure from China of long ere this. Sutton is one of the many who believe this, and he is passed over without expressions of opinion regarding his work, and what he has accomplished in China. Besides this, people who realise the boundless energy of this great big six-foot-three Englishman, with his piercing but kindly grey eyes, his merry boyish countenance, his handsome features, and his reputation of having been born under the specially favoured star of the fickle Goddess of Fortune, will all speculate upon his possible future activities in the world.

We shall not here do more than revert cursorily to the criticisms as to the legality of his activities in China, for notwithstanding the queries as to this which have cropped up from time to time in Parliament and elsewhere, a word or two will suffice to place this question in its true light. Sutton, as a practical engineer, with the experience gained in the making of munitions and trench mortars after the loss of his right hand when on active service in Gallipoli during the Great War, was sent to America, and there he was not only well employed installing the Stokes' Trench Mortar Arsenal at Philadelphia, but his value as a recruiting agent for the Allies was early recognised. What more natural than that he should place his technical knowledge in the making of mortars and shells to good account after the war, in the employment of the Szechwan authorities and later with Marshal Chang Tso Lin? One may not ship arms and ammunition to China, but there is no law against an engineer being employed in the manufacture of them by the Chinese authorities in China itself. One has only to recall the numerous foreign engineers employed at arsenals in Japan, or Persia, or Turkey to comprehend this, and if for sentimental reasons a British subject should refuse such employment there are numberless Japanese or French or German engineers to take his place. Sutton has naturally profited by his work, but on the other hand he has given his masters a hundred per cent. value for their money, and Marshal Chang Tso Lin recognised that when, after the defeat of Wu Pei Fu's forces at the Great Wall in 1924, he gave Frank Sutton a handsome monetary present, because Sutton's guns were largely responsible for the victory. Shortly after that Sutton received the honorary title of "General," which has possibly deceived many people into believing him to have been employed as a combatant officer with the Chinese, but that, as most people are aware, is not the case. He is an engineer pure and simple so far as his Chinese employment has gone.

Central Government Necessary.

What does Sutton think of the present chaos in China that has been brought about by the warring factions gaining no very definite advantage over one another? It is betraying no secret to state that like very many people in the world Sutton is convinced that only from one Central Government in China can order emerge at last, and this opinion brings us to the purpose of his journey to England at the present time.

Marshal Chang Tso Lin recently wished General Sutton to renew his contract with him, and the terms offered were such as many a man would have found attractive, but Sutton had other views. There are very few foreign business men in China who are satisfied with the Chinese situation in so far as it affects the future of their own nationals, and there are many business men who believe that policies other than those adopted by the various Home Governments concerned would have resulted in the rapid accomplishment of a peaceful Chinese Government regime.

SAIGON RICE MARKET.

SUPPLIES INSUFFICIENT FOR PRESENT NEEDS.

The report of the Compagnie de Commerce & de Navigation d'Extrême-Orient, dated Saigon, May 19th, states:

Our market is stronger; the supply of paddy being still insufficient for the present needs. Some sales have been closed with Shanghai.

The total amount of rice exported from January 1st to April 30th, 1927, is 620,362,666 tons against 515,974,669 tons in 1926.

We quote to-day white Saigon rice No. 1 25 per cent. broken round grain, Hong Kong \$7.75 per picul of 134 lbs. f.o.b. Saigon; 134 lb. per cwt. f.o.b. Saigon; Yen 8.20 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong \$7.25 per picul of 134 lbs. f.o.b. Saigon; Yen 7.05 per picul of 134 lbs. f.o.b. Saigon.

(Continued at foot of next column.)

RUBBER MARKET.

DIVIDENDS AND QUOTATIONS.

Messrs. Carroll Bros. have been advised of the following dividends on rubber and mining shares:—

Dividends.
Ayer Panas.—20 per cent. interim (making 40 per cent. for the year).
Sungei Bagans.—7½ per cent. interim (making 15 per cent. to date).
Batrut Basin Tth.—6d. per share.

Quotations.
Allenbys \$3.10
Ayer Moleks 2.60 x.d.
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12s. 2d. per cwt. f.o.b. Saigon; Yen 7.05 per picul of 134 lbs. f.o.b. Saigon.
For May/June shipment.

PORTRAIT OF BERNARD SHAW REJECTED.

ACADEMY COMMITTEE'S DECISION.

WORK OF THE HON. JOHN COLLIER.

The Art Critic of the *Daily Telegraph* writes: It has been known in art circles for some time that the Hon. John Collier had completed two portraits of celebrities—Mr. George Bernard Shaw and Mr. Aldous Huxley. Yesterday morning it became known that the portrait of Mr. Bernard Shaw, having been submitted for the consideration of the Hanging Committee of the Royal Academy, had been declined. The portrait in question shows Mr. Shaw in three-quarter length, seated, and is a good likeness. Of course, artists, however distinguished, are well aware that they must take their chance of rejection, and, indeed, Mr. Collier himself has already had the unpleasant experience, six years ago, of having a picture, which was entitled "The Sleeping Beauty," returned from Burlington House.

The present incident has naturally given rise to a good deal of discussion and criticism, there being the usual tendency in such cases to "take sides." But undoubtedly the wisest attitude is one of good-natured sportsmanship. The Hanging Committee, which consists this year of Mr. A. J. Mannings, Mr. Walter Russell, and Mr. Adrian Stokes, is appointed with the special purpose of selecting such pictures as appear to them personally and in all the circumstances most suitable for the exhibition; and unless there is reason to suspect something in the nature of prejudice or malice, which no one will suggest for a moment, then it is an impertinence to blame the members of the committee for their action. It so happens that the members, for their own reasons, did not like Mr. Collier's portrait, and that being so, they would have failed in their duty to other artists and to the Academy if they had not expressed their disapproval in the usual way. There is very little doubt that this is the view of the situation which will be adopted by the artist himself, although the committee cannot and will not expect him to change his mind about the quality of his own picture. It very often happens where art is concerned that there is room for more than one opinion, and this seems to be a case in point.

Mr. Collier belongs to what has been called "the right wing" of the Royal Academy, and has exhibited there for no shorter a period than half a century. His age and experience, and his famous wit and good humour, will make all his colleagues sympathise with him.

DOGS' DISDAIN OF FILMS.

HOW ANIMALS REACT TO THE SCREEN.

DUPED SNAKES.

A series of interesting experiments has just been completed by Dr. Mendel, a German scientist, to test the impression made on animals by film pictures.

The doctor found that dogs take not the faintest interest in pictures shown on the screen. They do not notice cats or other dogs. Neither a St. Bernard, a spaniel, nor an Alsatian would deign to bestow even a passing glance on the pictures. The only exception was a little dachshund, which, for a moment, was deceived into taking the shadow for the substance. He ran up to the screen, sniffed at the people shown on it, and then, manifestly convinced that it was a complete fraud, suddenly lost all interest in the show.

Cats, on the other hand, being animals that depend rather on their eye than on their sense of smell and hearing, took the film seriously, and were greatly alarmed when a large dog appeared on the scene. They arched their backs, spat vigorously, and bristled defiance.

Sight.

The reaction in the case of birds which rely largely on their sense of sight, varied considerably with the different varieties tested. The most easily duped were such domestic birds as geese, ducks, fowls, and pigeons, which seemed not to notice the lack of colour in the pictures. Wild birds, on the other hand, such as the finch, robin, and quail, were much more critical, while owls, keen-eyed and accustomed to the black of the night, followed the deceptions on the screen with an interest almost human. An excitable Minorca cock, too, flew repeatedly at an imaginary enemy on the film. Ducks, fowls, and song-birds were panic-stricken at the sight of a hawk hovering over a field.

The experimenter found that reptiles could be completely taken in by pictures of flies and worms shown in their natural size on a white screen fixed on a wall of their domicile. They betrayed what could only be interpreted as astonishment when they snatched at their prey and got nothing.

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We confidently recommend the "Macnova" Waterproof, and will replace any coat which fails to give complete and absolute satisfaction.

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OTHER QUALITIES \$21.00, \$40.00, \$45.00

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Infants, Girls and Ladies Topees
All Sizes Now in Stock.

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HONG KONG.

EMPIRE DAY OBSERVANCES.

IMPRESSIVE SERVICES AT THE CATHEDRALS.

SCHOOLS AND COLLEGES WELL REPRESENTED.

ADDRESSES ON BRITISH EMPIRE AIMS AND IDEALS.

Yesterday was Empire Day—a day observed in every constituent part of the British Empire from the Mother Country, India and the great self-governing Dominions down to the smaller Crown Colonies.

It is a day of special significance for the children of the Empire and practically every school participates in the celebrations, which usually take the form of appropriate addresses on the history, traditions and ideals of the Empire, the saluting of the flag and the singing of National and patriotic songs and anthems.

Hong Kong, as usual, made the day a memorable one and the school-children of this Colony attended special gatherings at which patriotic addresses were delivered.

Two services were held at 9 a.m., one at St. John's Cathedral and the other at the Catholic Cathedral, both being attended by large contingents of pupils from the many schools in the Colony. The services were of simple character, but none the less impressive. At the Anglican Cathedral the address was delivered by the Rev. Hyde Gosselin, R.N., of H.M.S. *Providence*, while at the other, Cathedral the Rev. Father McGuinness, an Army Chaplain, was the preacher.

At St. Joseph's College, following the usual custom, there was an essay competition the subject being "Empire Day," and prizes were distributed at 8 a.m. by the Rev. Brother Marcian, a former director of the College, who also delivered an appropriate address.

Warships and British merchant vessels were "dressed" for the occasion, and all Government Departments, including the Supreme Court and Magistracies closed. This is the first year that a holiday has been observed on Empire Day by the Magistracies. Police Headquarters, of course, had to carry on as usual and business houses were also open.

After the morning services the school-children were free, many attending bathing picnics arranged in the afternoon. Military and naval units held special parades during the morning, but these were mainly as a practice for the King's Birthday Parade next week. The concert arranged for the Kowloon Cricket Club, was cancelled on account of uncertain weather conditions.

AT ST. JOHN'S CATHEDRAL.

THE PREACHER'S MESSAGE.

Over five hundred children, representative of all Government Schools in the Colony, were present at the service at St. John's Cathedral. The contingents as they arrived were ushered into the seats set apart for them by the Rev. G. E. S. Updell, Honorary Chaplain to the Forces.

Girl Guides, numbering 110, were present under the command of Mrs. W. T. Southern, with the "Rangers," a Chinese troops from St. Paul's Girls' College. Lady Clement, who is President of the Hong Kong Girl Guides Association, was also present.

Among others present were the Director of Education, Mr. A. E. Wood, Mr. E. Ralphs, Inspector of English Schools, the Rev. G. E. S. Updell, the Rev. E. W. L. Martin (of St. Stephen's College), the Rev. G. T. Waldegrave, Mr. E. G. Stewart, Mr. W. Jackson, Mrs. Stark, Mrs. Stubbings, Miss Sawyer, Miss F. C. Woo, Miss Cotton. Mr. R. Shim, Wong and other Heads and teachers from the various schools represented.

The following schools were represented, the number from each school being shown in brackets—St. Stephen's College (9), Queen's College (10), Rap Road School (25), Ellis Kadoorie School for Indians (27), Ellis Kadoorie School (44), Yunnani School (29), Garrison School (18), Central British School (24), Waiwai School (32), Belilos Public (10), Diocesan Girls' School (35), Peak School (25), Kowloon Junior School (25), Victoria British School (7), Quarry Bay School (24), St. Stephen's Girls' College (20), and Ying Wah College (20).

Other schools represented were St. Paul's College and the Diocesan Boys' School.

The Service.

The clergy taking part were the Rev. W. R. Cannell, who read the prayers, the Rev. C. F. Stopford, C.F., who read the special lesson for the service, the Rev. H. Copley, who gave the blessing, and the Revs. W. E. L. Martin and G. T. Waldegrave. The Rev. Hyde Gosselin, R.N., gave the address.

The service opened with the Processional Hymn, "Brightly Gleams our Banner," which was followed by prayers and a psalm. Then came the lesson, from Proverbs, after which Kipling's "Land of our birth we pledge thee" was sung.

Following the recital of the Apostles' Creed, there were more prayers, offered by the Rev. Copley, Moyle and the Rev. W. R. Cannell, for the Empire, the Forces, for peace and quietness, for colleges and schools, for absent friends, and thanksgiving for mercies received.

Then followed the hymn "O God our help in ages Past."

THE ADDRESS.

In the course of his address to the young people, the Rev. Hyde Gosselin impressed upon them, with many illustrations, the need for God, for work, and brotherhood. He also spoke of the necessity for unity.

He said that on a day like this, when he saw such delightful children sitting in front of him, he was sorry they were not on the ships, but he would remind them that they in Hong Kong were only a small fraction of the great family party which was gathering to-day wherever the Union Jack was flying. When he looked at them he realised that very soon they would be in charge of the family party, and if they were going to make the family party a great deal better and happier than it was at present, they had to remember three things.

The first was that they must have God. Russia had tried to do without God and they all knew how miserable Russia was to-day. Some of the grown-ups also forgot that fact, and that was why England and other places were unhappy to-day.

The second necessity was work. He spoke of how, when he was working in a poor London parish, youngsters leaving school were unable to find jobs, with the result that in six months' time they did not want to work. Through work they could express themselves, and if they did not work they could not express themselves.

Thirdly, they had to remember to be brotherly, because by brotherliness they could attain unity, and unity was strength.

Concluding, he said the young ones were going to take charge of the family party and the older people were going to the armchair. He urged them not to forget the three points he had made, and if they remembered, the family party would be very much more happy than it was to-day.

The service concluded with Kipling's Recessional, "God of our fathers' known of old," the National Anthem, and the Benediction.

AT THE CATHOLIC CATHEDRAL.

AN INSPIRING ADDRESS.

His Lordship Bishop Henry Valter officiated at the Empire Day service held at the Roman Cathedral, being assisted by the Clergy and students of the Cathedral Seminary. The Cathedral Choir was also present under the direction of the Rev. Father A. Riganti, who was at the organ.

The following schools were represented:—Garrison School of Hong Kong, St. Joseph's English College, Italian Convent, St. Francis' School (Wanchai), St. Mary's School (Kowloon), Students of the Cathedral Seminary, St. Louis' Industrial School (West Point), Aberdeen Chinese School, Shaohi-yun Chinese School, Kai Lap Chinese School (Wanchai), Tak Ying School (Wanchai), Wa Yan English School (Robinson Road), Sacred Heart School (Sagamati), Holy Spirit School (Robinson Road) and several other Chinese Schools in Hong Kong, Yunnani and Shamsunip.

THE SERVICE.

The following was the order of service:—

"Pezhiera Maria"
(Pupils of the Italian Convent).
"Spes nostra, salve!"
(Choir of the Seminary).
"O Salutaris"
(Cathedral Choir).
"Tantum Ergo"
(Cathedral Choir).
Benediction of the Blessed Sacrament by the Bishop.
"Aberomus"
(Cathedral Choir).
"God Save the King"
(The Congregation).

The singing by the girls of Italian Convent and the Cathedral and Seminary Choirs was the principal feature of the service.

THE ADDRESS.

Preaching from the text "I Paul have planted, Apollos hath watered, but God gave the increase" (1 Cor. 3, VI.), the Rev. Father McGuinness said:—"To-day, May 24th, has been selected as what we may call, to use an Ecclesiastical term, 'The Feast Day of the British Empire.' It is Empire Day, and on this day the world over, wherever the Englishman has acquired a home or a foothold, under whatever flag or sky, whether gold digging in California or farming in Australia, whether in the backwoods of Canada or among the fisheries of the freezing North, whether along the banks of the Hudson or the St. Lawrence, or among the docks of Kowloon or Shanghai, his patriotism, however flickering at other times it may be, burns in his bosom with as bright a flame as in the breast of any home-dweller, from the Isle of Wight to the Scottish Border or from Great Yarmouth to the Irish Sea.

It is his pride and his joy, that he belongs to that Empire on which we hope and pray the sun may never set. We, too, are subjects of that Empire, therefore we, too, join to-day in this general manifestation of joy, and our manifestation takes its true and proper form when it brings us here to-day to give thanks to God, for though Paul planted and Apollos watered, God it was Who blessed their work and gave the increase. Glory therefore be to God and continued Glory, for has He not given us our Pauls and our Apollos, wise men to plant and water, to rule and guide, has He not delegated to them His authority, and does not the success of their work depend on the right use of that authority and an implicit obedience to its laws?

That being so, two duties devolve on us, first to pray for our rulers that they may ever recognise that it is God's power they wield, and that wielding it they may wield it well. The second it that we must always be ready to give to the laws they make an implicit obedience, for St. Paul, speaking as the inspired Apostle of God, says "Let every soul be subject to the higher powers, for there is no power but from God, and they that are, are ordained of God. Therefore he that resisteth the power resisteth the ordinance of God, and they that resist purchase to themselves damnation." Thus does God rule the world of men He created—in civil and ecclesiastical matters.

The preacher proceeded to propound and illustrate the teaching that God rules through the leaders of men, and said that there were, unfortunately, men who would turn others away from allegiance, who would subvert all authority, civil and ecclesiastical, who issue an insidious propaganda with the avowed object of breeding discontent and disobedience, who would bring about a world's revolution against the powers that be. They could already see the dire results of such efforts—strife and dissension, loss of life, loss of employment, want and poverty and misery and wretchedness. "Nations and individuals can be happy and prosperous only if they wield well and obey well that authority which is of God. Let us then give thanks

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[A.P.B.]

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Tel. No. C. 492.

[A.P.B.]

to God for His wondrous providence and care, let us ask Him to bless our rulers and guide and direct them to rule us well and, finally, let us resolve in His Presence to-day to be ever faithful and loyal subjects both of them and Him."

AT ST. JOSEPH'S COLLEGE.

ANNUAL ESSAY COMPETITION
AWARDS.

The annual Empire Day Essay competition in connection with St. Joseph's College was held as usual this year and early yesterday morning the prizes were distributed at the School by the Rev. Brother Marcian a former Director of Hong Kong, who is passing through the Colony.

The compositions were limited this year to the higher classes and awards were made to the following scholars:

Matriculation Class.—1, Edgar Mathias; 2, Paul Braga; 3, George Pearson.

Junior "A"—Michael Murphy.
Junior "B"—Yu Pak Chuen.
Junior "C"—David Leonard.

ADDRESS TO PUPILS.

The Rev. Bro. MARCIAN, who distributed the prizes to the winners in the essay contests, in his address to the large assembly of pupils said that the Empire was maintained by men of character, and the business of the boys at the College was to cultivate that character so that they would be useful citizens of the Empire later on.

He was pleased to note that many of those who had been at school five years ago, when he taught here, were now holding responsible positions in Hong Kong and contributing their share to the prosperity of the Colony.

In proceeding to the Cathedral later for the commemorative services, they were to pray that there may be a good understanding amongst the people of Hong Kong and China. The prosperity of Hong Kong was the prosperity of China, and vice versa. The British Empire had now a very important function in the Far East, in the maintenance of peace and the cultivation of good understanding amongst the nations. They were to pray that they who governed them, might well understand their mission, and fulfil it for the good of all concerned.

LABOUR POWER.

LEADING UNIONS DESIRE TO AMALGAMATE.

THE SEAMEN'S UNION.

WHERE ARE THE FUNDS?

[FROM OUR CHINESE CORRESPONDENT.]

No obstacle is being offered in Canton to former "Reds" returning from Hankow, and yet the Police seem to be still active against them. Since May 15th several raids have been made on tea-houses where it was thought Red leaders were meeting in conference. Those who have come to Canton from Hankow by the overland route through Hunan throw doubt upon the reports that a large number of Reds have been shot. Mr. Chen Kie Woon, a former Canton Municipal Treasurer and a close follower of Mr. Sun Fo, has certainly not been executed or even imprisoned, it is said. He is very much alive at Hankow and is reported to be one of the powers behind the Borodin regime in Central China.

The eight leading labour organisations in Canton are trying to establish a special power of their own by an informal combination and delegates representing them have had several meetings for this purpose. The "big eight" labour organisations are the All China Labour Federation, the Chinese Mechanics Federation, the National Federation of Chinese Railway Workers, the Canton Central Labour Union, the Canton Mechanics Union, the Canton-Hong Kong Strike Committee, the Revolutionary Workers' Union and the Workers' Delegate Conference.

The Canton Authorities are hoping that they will be able this month to begin paying the balance of the \$100 bonus promised to the strikers in the Canton-Hong Kong strike of June, 1925, who still remain unemployed. As it is well known the strikers were promised \$100 compensation each when the strike and boycott were declared "off." Some of the strikers received \$20 each several months ago but since then further money has not been available. There is a general desire that the strikers' organisation should be disbanded and that the free meals should cease, but according to the Strike Committee some 37,000 unemployed remain to be paid. The Authorities are pressing the merchants for a loan and are now offering the Customs surtaxes as a security. It will be remembered that the surtaxes were first imposed on the ground that the money was needed to end the boycott. The proceeds were to be given to the strikers and when they were paid the surtaxes presumably were to cease. However, the surtaxes continue and the strikers do not get the revenue. It is a good example of how promises are kept in Canton.

According to the complaints of the Provisional Committee of the Chinese Seamen's Union in Canton some \$100,000 of the Union funds were not accounted for when the Union officials left hurriedly during the recent anti-Red campaign. Now members of the Committee are asking the authorities to offer rewards ranging from \$500 to \$1,000 for the arrest of the missing officials. Other reports state that the former officials' accounts are perfectly satisfactory and that the officials themselves are simply keeping away from Canton from fear that they might be arrested on a charge of being Reds.

The latest reports in Canton state that Mrs. Sun Yat Sen (formerly Miss Regina Soong) has taken refuge in the Japanese Concession at Hankow. Mrs. Sun, of course, is used to political upheavals.

When General Chan Kwing Ming's followers effected a coup against the late Dr. Sun in Canton in 1922, Mrs. Sun was one of the last to leave the "President's Palace." She then made her escape disguised as an amah.

The waters of the three principal rivers in Kwangtung are still rising and there is great fear that the spring harvest in the lowlands will be ruined.

On the news spreading that the Canton Authorities are giving a bonus of \$100 to every striker connected with the anti-Red campaign, hundreds have flocked in from Hong Kong and the districts for their share of the cash. From the amount the Authorities are able to raise just now, it is not expected that more than \$2,000 will be paid out each day.

The Kwangtung Cement Works, originally a Government enterprise, are to be leased to the Chen Hing Company for three years. The Kuomintang War Chest is to receive a dollar royalty for every cask of cement sold. The output is expected to be about 500 casks daily.

The Canton Mechanics' Union has recommended that Mr. Lau Yam Fung be made superintendent at the work shop of the Canton-Sanshui Railway. All railway workmen have to be union men, and this recommendation has the effect of an appointment.

FRUITS OF OFFICE.

Arrangements are under way both at Nanking and Canton to reorganise the present Canton Administration so as to have in power a government composed entirely of Kuomintang "conservatives." The younger leaders will be relegated to inconspicuous positions. It is expected that eventually a place will be found for ex-Governor Hu Han Min, while Koo Ying Feng, Tang Chak Yu, and other veteran members of the Kuomintang will be given important positions. There is a report, however, that the respective followers of ex-Governor Hu and General Li Tsai Hsin are not hitting it off very well. The peaceful element in the City sincerely hope that they will not have to put up with more of these quarrels between important personages and their adherents. Rumours regarding these events have added special interest to recent changes of officials. Acting Minister of Finance Koo Ying Feng is going to Nanking to try and get the Government there to substantiate him in his office. It is said that Mr. Chen Fu Muh, Commissioner of Agriculture and Labour, is resigning. He is being attacked as a "Red," and he certainly supported their cause when it was in the ascendant. Mr. Lau Mow Cho has taken up his duties as Municipality Commissioner of Education in Canton. The Commissioner has control over all public schools in the city. In the meantime, four divisions of local troops are being organized at the expense of the Cantonese people but both recruits and officers are mostly from other provinces.

RIVER LEVELS.

KWANGTUNG CONSERVANCY BULLETIN.

In accordance with the custom of previous years during the flood season the Board of Conservancy Works of Kwangtung have commenced issuing daily bulletins regarding the height of the water in the West, North, and East rivers. The daily bulletin refers to the height of the water on the morning of the date of issue:

May 22nd.
West River at Shuihung: 28ft. 5ins.; highest level on record 41 feet; lowest on record 0in.
North River at Tsingyuen: not recorded; highest level on record 28ft. 7ins.; lowest 0in.
North River at Sanshui: 20ft. 7ins.; highest level on record 27ft. 3ins.; lowest 3ft. 9ins.
East River at Sheklung: 11ft. 0ins.; highest 15ft. 2ins.; lowest 3ft.

SIR JOSEPH KEMP.

TRIBUTES FROM CHINESE COMMUNITY.

AN OFFICIAL AND A FRIEND.

A BULWARK TO THE COLONY.

A short reference was made in the *Daily Press* yesterday to the dinner given in honour of Sir Joseph Kemp by his Chinese friends at the Nam Tung Restaurant on Monday evening.

The tribute paid by Sir Robert Ho Tung, who presided, to the principal guest should be placed on record as it expresses the general feeling of the Chinese community in Hong Kong towards the Attorney-General.

Sir Robert said: "Sir Joseph Kemp and Gentlemen.—It is with unfeigned pleasure that I rise to propose the toast of our honoured guest Sir Joseph Kemp, and I regard it as indeed a great compliment to be chosen by Sir Joseph's Chinese friends, who are gathered here to-night, to be their Chairman and spokesman on this happy occasion. Speaking as a friend to a friend, and in the midst of friends, I feel that any lengthy address would be out of place. To save Sir Joseph's blushes, I shall not attempt even a bare recital of his achievements. I propose merely to express, however imperfectly and inadequately, our genuine feelings towards Sir Joseph, both as an official, and as a friend. (Applause.)"

Gentlemen, I can say without fear of contradiction, that as an official, Sir Joseph truly approximates to the Ideal. (Applause.) Endowed with a rare intellect, painstaking and ever courteous, he always discharges his responsible duties with conspicuous ability and scrupulous impartiality. (Applause.) As H.E. the Governor said a few days ago in the course of a characteristically finely expressed tribute to our guest, Sir Joseph, has been very much more than Attorney-General of Hong Kong. (Applause.) He has been a bulwark to the Colony in her times of trouble. (Applause.) The Colony will gratefully remember Sir Joseph's invaluable work during the anxious period of the Great War with its manifold new and complicated problems requiring immediately solution, and it cannot forget Sir Joseph's able, unselfish, and untiring efforts for its welfare during the critical times of the two strikes. (Applause.)

Sir Joseph, I can assure you that the Chinese are proud to claim and regard you as their true friend. (Applause.) Blessed with a calm and judicial temperament, which nothing can disturb, with a richly endowed mind, and a penetrating and comprehensive outlook, you have always placed your valued services at the disposal, not only of the Government, but of your friends, and they know that for sound counsel and advice, and friendly assistance, they never look to you in vain. (Applause.)

Gentlemen, the due recognition of Sir Joseph's services by H.E. the Governor and His Excellency's predecessors, and, above all, by His Majesty the King, who graciously conferred upon Sir Joseph the high honour which we are gathered here to-night to celebrate, has given universal pleasure and satisfaction to all sections of the community. (Applause.)

H.E. Sir Cecil Clementi, in the course of the tribute to which I referred, expressed the hope that Sir Joseph would one day occupy the high judicial office of Chief Justice. (Applause.) His Excellency's hope is our earnest prayer, for we feel that the Bench will be adorned by Sir Joseph, who, as we know, will personify the finest traditions of the British administration of law and justice. (Applause.) I ask you all to join with me in drinking a bumper to Sir Joseph, wishing him and Lady Kemp long life, health and prosperity. (Applause.)

Sir Joseph Kemp's Reply.

Sir Joseph Kemp, in reply, said: "Sir Robert Ho Tung and Gentlemen.—I thank you most sincerely on behalf of my wife and myself. I wish that I had some of Sir Robert's command of language and flow of ideas in order that I might thank you adequately, but however lamely I may say it, I do appreciate, very deeply, the kindness and honour done to me this evening by so many of my friends. We all, more or less consciously, set up standards by which to measure our

(Continued on next column.)

MUTINY ON "PRESIDENT LINCOLN."

MARINES SENT ABOARD IN SHANGHAI HARBOUR.

SAN FRANCISCO CREW.

A TROUBLESOME VOYAGE FROM HONG KONG.

A contingent of about 40 American marines were called from the U.S. transport *Henderson* at 1.30 last Friday afternoon to quell a mutiny aboard the Dollar Line steamer *President Lincoln* when she arrived at Shanghai from Hong Kong.

A representative of the *North China Daily News* boarded the liner a short while after she arrived in Shanghai and tied up in the middle of the stream not a long way from the Standard Oil installation and found the vessel's crew in a turmoil, the ship itself being policed by American marines.

According to passengers aboard the vessel, the trouble started shortly after she left Hong Kong and lasted until she dropped anchor in mid-stream just below where the U.S.S. *Richmond* and *Marblehead* are moored.

Those implicated in the fighting are said to be Chinese who were recruited in Hong Kong in accordance with the practice of the Dollar Line, and a detail of Americans who were picked up in San Francisco to take the place of the usual Asiatic crew in the steward's department on the *President Grant* when she became temporarily a United States transport to carry U.S. Marines to Olangapo.

It is said that those responsible for the trouble are persons who signed on the *President Grant* when she sailed from San Francisco with a contingent of 1,500 American Marines. According to the specifications on board the ship only an American crew could be engaged. These were picked up from the San Francisco waterfront.

After completing her trip across the Pacific in the interest of the Government the *President Grant* went to Hong Kong, where she discharged her American crew—rather held them—and took on her Asiatic crew in the steward's department.

The *President Lincoln* was detailed to pick up the American crew in Hong Kong and carry them as more or less super-cargoes, it is said. Once out of Hong Kong the spirit of boycott started to assert itself and an argument ensued in which it is said, some Chinese received the worse part. Officers of the vessel interfered and the ship was brought into port in safety with only one or two casualties. Once she dropped anchor a contingent of marines, instructed by radio to stand by, boarded and, it is said, several of the mutineers were put under strict surveillance.

Apart from one or two of the alleged mutineers being a little worse for the argument with the Marines, no trouble was experienced and the *Lincoln* will proceed to-day (Saturday last) under the usual orders.

work. I confess that my work constantly falls short of my own standards. Any slight measure of success that I may have attained in my work has been contributed to very appreciably by the loyal and sound advice that the leaders of the Chinese community can always be counted upon to give.

We have been passing recently through difficult and troubled times. I think that one thing which has carried us through and which will eventually bear us into smoother waters is the loyalty of the Colony as a whole. (Applause.) Loyalty to His Majesty the King, loyalty to the Government though we may not always agree with it, loyalty to Hong Kong, and loyalty to one another though we may have our differences and even our disputes. (Applause.) If that loyalty is maintained, as I am sure that it will be, I am confident that Hong Kong, which we all love and are proud of, will have a great and prosperous future. (Applause.)

Dr. Kotewall and I recently appeared in certain lists the same day. May I take this opportunity of congratulating him again on having conferred on him the companionship of a most distinguished order. (Applause.) I thank you, Sir Robert, for having been so good as to preside over this dinner, for having supported me at the recent investiture, and for all the exceedingly kind things that you have said this evening. Gentlemen, I thank you all most gratefully and most sincerely. (Applause.)

ANOTHER C.O.D. FRAUD.

CHINESE GOLDSMITH VICTIMISED.

"AN OLD, OLD STORY."

Recently we reported a case in which an Indian shop-keeper was defrauded of about fifty dollars worth of goods by a man who ordered his purchase to be sent to Lee Gardens on the understanding that payment would be made on delivery. When the *foki* delivered the order he was asked to wait outside for the money and that was the last he saw of the man.

This method of defrauding of shop-keepers is as old as China itself, and one would expect to see the Chinese shop-keepers on the look out. But the surprising thing is that, as they say in America, "a sucker is born every minute," and these well-dressed and plausible of the underworld continue to make hauls.

A recent victim was a Chinese goldsmith, and if the report had not come from the Police, we could hardly give credit to it, for goldsmiths in China are particularly careful. They are conservative too and while their fellow tradesmen may adopt European methods of displaying their wares, goldsmiths keep their doors griled and barricaded and their little show-case is closed by a brass grill. Doubtful customers are not allowed to enter more than five paces from the threshold.

In spite of all the precautions, the *Tin Sang*, which is one of the oldest and most reliable firms, was defrauded to the extent of \$119 on Monday afternoon. The swindler did not use any finesse; he just went there ordered a chain and three pendants, and requested that the jewellery be sent to his boarding house and that he would pay on delivery.

The accountant of the *Tin Sang* firm took the goods there in due course, and was met on the staircase landing by the man who had given the order. With a sang-froid worthy of an old time mandarin, he told the accountant to wait while he went up to his room to get the money. The result was the same as in all other cases. The accountant had a long wait and when he raised a hullabaloo, it was then found that the man had decamped.

Y.M.C.A. SECRETARIES.

ON "NEURALIA" FOR SHANGHAI.

Details were given yesterday of the arrival of other auxiliary units of the 16th Infantry Brigade by the *s.s. Neuralia*. Also on this transport were two Y.M.C.A. Secretaries, who, during the voyage, acted as entertainment and recreation organisers to the troops. Concerts, lectures and services were arranged daily, and a feature was community singing.

These two secretaries are taking up work in the Y.M.C.A. centres at Shanghai.

AT THE QUEEN'S.

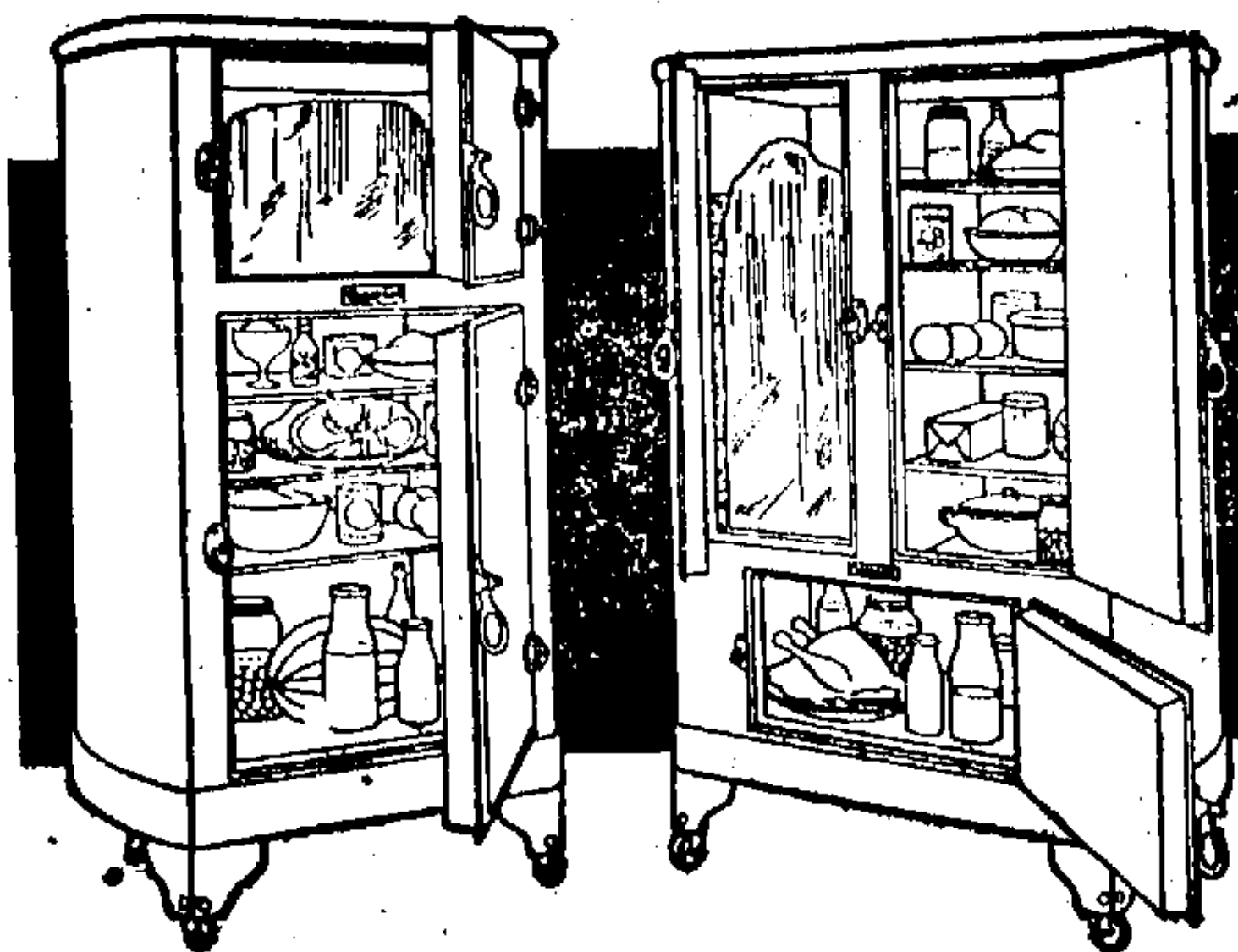
"NEW LIVES FOR OLD."

[BY OUR FILM CRITIC.]

"New Lives for Old" showing to-day at the Queen's is an interesting film dealing with the problem of a Franco-American war marriage. The story is perhaps somewhat trite and obvious but Betty Compson's acting snakes up for much. In the hands of a less able producer the film might have been a poor one, for we are getting nearly as tired of the professional dancer as of the mannequin; indeed, as presented by the cinema, there is small difference between them. One can hardly credit that Olympe would have been employed and trusted so readily by the French secret service, but that does not much matter. That is more important is that despite sundry small discrepancies the story grips one and Miss Compson exerts her charm from the moment she appears. "New Lives for Old" is a film above the average though not, we think, one which will be remembered apart from the heroine's acting.

A very delightful item of the programme was the concert by the band of the 2nd Bn. the Welch Regiment. Their rendering of "Land of Hope and Glory" was most moving.

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LAYTON AND JOHNSTONE.

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BAMBALINA AND WILDFLOWER.
3965—DINAH.
BROWN EYES.
4017—ALWAYS.
OH, MISS HANNAH.
3968—UKULELE LULLABY.
SMILE ALL THE WHILE.

AT

ANDERSON'S.

HENRY WARD BEECHER. 1813-1837

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HOME UNIVERSITY LIBRARY ...	\$1.90
THE RED LETTER POETS ...	\$1.90
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THE WORKS OF E. V. LUCAS ...	\$2.65
THE WORKS OF ARNOLD BENNETT ...	\$2.65
THE WORKS OF HILAIRE BELLOU ...	\$2.65
THE WORKS OF JOSEPH CONRAD ...	\$2.65

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NEW ADVERTISEMENTS.

HONG KONG CRICKET CLUB. NOTICE.

A MEETING OF MEMBERS of the Club will be held in the Pavilion on TUESDAY, 31st MAY, 1927, at 5.30 p.m., for the purpose of considering a Proposal by the Committee to add a Second Story to the Pavilion and make Other Additions and Improvements to the Building. Plans may be seen in the Pavilion. By Order of the Committee, L. S. GREENHILL, Hon. Secretary. Hong Kong, 24th May, 1927. [4968]

MACAO RACES.

SECOND EXTRA RACE MEETING: SATURDAY, 28th & SUNDAY, 29th MAY, 1927.

FIRST RACE 2.15 P.M.

Entrance to Public Enclosure 40 cents. Entrance to Members Stand 2.00

Special Race Steamers will run as under—

SATURDAY, 28th MAY.

From Hong Kong. From Macao.

9.00 A.M. SUI AN 8.00 A.M. SUI TAI

2.00 P.M. SUI TAI 3.00 P.M. SUI AN

SUNDAY, 29th MAY.

From Hong Kong. From Macao.

9.00 A.M. SUI AN 8.00 P.M. SUI TAI

9.30 P.M. SUI TAI 6.30 P.M. SUI AN

Members are advised that they must show their Badges to obtain Admission to the Members Enclosure.

Members may introduce Two Ladies. Tickets may be had on application to the SECRETARY, I.R.R.C., Macao. Free of Charge.

Each Member has the right to introduce 2 Non-Members to the Members Enclosure. Tickets may be obtained at the Entrance Gate. [4969]

HONG KONG FOOTBALL ASSOCIATION.

ALL Proposed Alterations to the Rules of the above Association, the Challenge Shield Competition, LAI WAI CUP and SUNDAY HERALD CHARITY CUP Competitions must be forwarded to the Undersecretary Not Later than the 31st MAY, 1927.

W. E. HOLLANDS, Secretary. [4973]

P. O. Box 233.

S.S. "TJILBOET."

TENDERS are invited for the Purchase of the Wreck of the Forepart of the S.S. "TJILBOET" as it now lies at Ling Tze Island. Full Particulars from the Undersecretary, JAVACHINA-JAPAN LINE, 4956, York Building.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

VALUABLE LEASEHOLD PROPERTY.

SITUATE at VICTORIA, HONG KONG, registered at the Land Office as SECTION A of INLAND LOT No. 17. Together with all Buildings thereon known as Nos. 38 & 40, Queen's Road Central and No. 14, Stanley Street to be sold by PUBLIC AUCTION on Monday, the 20th day of June, 1927, at 3 o'clock P.M., by Mr. E. V. M. R. De Sousa, the Auctioneer, in his Auction Room, No. 4, Duddell Street, Hong Kong. For further Particulars and Conditions of Sale, Apply to—Dr. S. W. Tse's Solicitor for the Vendor, No. 26, Des Voeux Road Central or to Mr. E. V. M. R. De Sousa, the Auctioneer, Hong Kong, the 19th day of May, 1927. [4988]

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88/94, NATHAN ROAD, KOWLOON.

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STEPHENS' BUILDING, 67/69, DES VOEUX ROAD CENTRAL, AND PRINCE'S BUILDING, CHATER ROAD.

APPLY TO A. J. DAVID, PRINCE'S BUILDING, CHATER ROAD. [25]

INTIMATIONS.

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NOTICE.

THE FORTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PRINCE STREET, on TUESDAY, 27th JUNE, 1927, at Noon, for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st DECEMBER, 1926. The TRANSFER BOOKS of the Company will be CLOSED from 26th MAY to 27th JUNE, 1927, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents. Hong Kong, 16th May, 1927. [4932]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the General Managers of the Company made on the 9th INSTANT A CALL of \$1.00 Per Share has been made upon the Members of the Company payable on or before the 12th DAY OF AUGUST, 1927, to the Company's Bankers, THE HONG KONG & SHANGHAI BANKING CORPORATION. Dated this 11th Day of May, 1927. SHEWAN, TOMES & CO., General Managers. [4905]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 5, NS 8848 dated Hong Kong, 20th July, 1923, for Twelve Shares, Numbered 130539/130541 inclusive, and Certificate No. 5, NS 10416 dated Hong Kong, 6th April, 1925, for Six Shares, Numbered 55746 to 55750 and 131549 inclusive, all registered in the Name of AUGUSTE MAURICE CHARRON, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th JUNE, 1927, New Certificates for the Shares will be issued and the aforesaid Certificates Nos. 5, NS 8848 and 5, NS 10416 will be thereafter treated by this Corporation as Null and Void. By Order of the Court of Directors, A. C. HYNES, Acting Chief Manager. Hong Kong, 11th May, 1927. [4909]

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No. 27, PEAK, LOGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st. Apply: LINGSTEAD & DAVIS, ALEXANDRA BUILDINGS. [4776]

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THE FIRST FLOOR on No. 2, HART AVENUE. (Five Rooms). Apply to: SPANISH DOMINICAN PROCUATION. [4891]

FLATS AND HOUSES.

AVAILABLE—G. 1: Peak Road, Residential Quarters, Central location, beautiful grounds, entirely renovated, hot and cold water, excellent bathrooms, Rooms single or double, for bachelors or small families, furnished or unfurnished. Partial or whole service may be arranged. Use of tennis court later. Available by taxi 40 cents, chair or pleasant walk. O. 1: Mid level flat or rooms available, furnished. O. 2: Repulse Bay. Well furnished house with fitted-in tank furniture as wardrobes, bookcases, cupboards, electrical fittings, etc., ready inserted. Flush system. Good grounds and excellent views. Available in part or whole. W. 12: Three houses, 12, 6 and 6 rooms rented together; formerly private hotel. Flats and houses available furnished or unfurnished, also single rooms for bachelors.

OWN YOUR HOME

Excellent houses and bungalows for disposal

PROPERTY MANAGEMENT

Our moderate fee includes services (at your option) as follows: 1. Management of your property. 2. Rental collection. 3. No limit to tenants supplied and no charge for securing new tenants or for advertising during period of contract. 4. Auction or private sale. 5. Negotiation of mortgage. 6. Insurance arranged free of charge to you. 7. Registration of your land or property. 8. Free information and advice regarding shares, mortgage, etc. We have rented many of the Colony's largest houses and have negotiated property, land and shares for some of the oldest firms.

HONGKONG SMALL INVESTORS, Tel. 4620. Free House Street.

INTIMATIONS.

"Wine gives the lover vigour,
Makes glow the cheeks of beauty,
Makes poets write,
And soldiers fight,
And friendship do its duty.
Power, wealth,
Beauty, health,
Wit and mirth, in wine are crown'd.
Joys abound,
Pleasure's found,
Only when the glass goes round."

Fine SHERRIES

Grown, Bottled and Shipped by

GEO. G. SANDEMAN SONS & Co.

Xeres de la Frontera and Oporto

	DUTY PAID.	Per Case.	Per Bot.
Light Dry ...	\$35.00	\$3.00	
Solera ...	37.00	3.10	
Very Pale Dry	40.00	3.40	
Pale Dry Nutty	44.00	3.75	
Fine Old Brown	47.00	4.10	
Brown Bang	57.00	4.85	

and Fine PORTS

Invalid ...	\$42.00	\$3.70
Douro ...	41.00	3.60
Old Tawny ...	44.00	3.80
Old White ...	48.00	4.15
Estrella ...	49.00	4.25
Very Old Tawny	64.00	5.50
Oldest & Finest	66.00	5.75

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 25th, 1927.

THE DECAY OF THE FAMILY.

MISS EVELYN SHARP has written an interesting study of the poor children of modern London, whom she has had unusual opportunities of observing. Probably the most powerful impression which the book (*The London Child*, By Evelyn Sharp—Illustrated by Eve Garnett—John Lane 7/6) gives, is that for an increasing majority of English children the ideas represented by the family and the home are becoming daily less connected with these institutions.

"Something similar is happening for quite other reasons among the educated and well-to-do classes, but actual material circumstance is the factor mainly responsible for the revolution which is taking place in the lives of the wage earners. The steady crowding of working people into the poorer quarters of our cities, and their rapid multiplication when there, with the consequent impossibility of providing at home any of those amenities which through life remain as centres of enduring associations have compelled society to supply one thing after another—educational, recreative and hygienic, and even with individual care and affection—which have always before been regarded as the concern of the home and the family."

This is an extract from the *Times* Literary Supplement's review of Miss Sharp's book, and the comment excites thought, for the biological unit of human life is neither the individual nor the

State, but the family. The first condition of social prosperity is an organization which is biologically sound, and it follows that Individualism and Socialism are both profoundly wrong and dangerous to human survival, if they cannot satisfy this first condition.

Now from the biological point of view the individual is a problem, an indispensable but dangerous force, to be controlled and guided in its operations. He is essentially a creature to be tamed and used, but he should be impelled by the pervasive pressure of the social atmosphere, rather than coerced, lest he should revolt, or his spirit be broken. One of the essential flaws of Socialism from this biological standpoint lies in its handling of the individual. It cannot really catch or tame him; he easily slips through the vast meshes of the social net.

The moral of history is that State control is never a success. It either fails, as it failed in classical Greece, to be subtle and strong enough to meet the individual's evasions; or, as in the East, it crushes the individual and so deprives the community of its strong men who might control the social system and steer the ship through dangerous waters. It is perfectly futile in practice to preach state Socialism in the hope of curbing individual selfishness. You may breed in this way astute exploiters of social machinery for their private ends but never self-sacrificing citizens.

The family is the only mechanism contrived by human wit that has attractiveness to bind the individual's caprice and to build up an orderly society out of the gravitation of social units. Jowett once set the undergraduates of Balliol an essay on the origin of moral ideas. Many highfalutin theories were advanced but the Master remained unsatisfied. Finally he said "the fact is that our moral ideas originate in the nursery." Most of those who then heard him lived to realize how profoundly right the Master was.

If a State wants good citizens, the best thing it can do is to keep the family in sound condition. But the family is now being attacked from all sides. To the individualist it seems an unbearable restraint.

To the socialist the family is obnoxious. He will always impugn it as an obstacle to the realization of his ends, which are, it seems, "to compose a coherent order out of a dust-heap of undistinguished and undistinguishable individuals." To the feminist the family seems a symbol of the bondage of women to the service of the race. It does not appear to have been considered that, if the emancipation of women means (incidentally) a refusal to bear children, only those societies will survive which do not emancipate their women.

There is a general idea that the human race is bound to progress; that, however foolishly and criminally we may act, everything in the end will come right, because evolution cannot go wrong. This is an assumption to which Science lends no support whatsoever. There is nothing in the Universe which guarantees the perpetual progress of human societies. On the contrary the primary law of physical nature seems to be one of universal degradation. An article on Eugenics and Politics, once published in the *Hibbert Journal*, contained the following sentence:—

"This struggle therefore has to be continued; interrupt it, rest on your arms, fail to devise new methods of coping with new dangers, and you subject yourself to the law of decay and extinction which has peopled our museums with the gaunt skeletons of the failure of the past."

Mr. F. C. S. SCHILLER wrote this six months before the Great War began.

Yesterday being Settlement Day no quotations were offered by the local Stock Exchange.

Lieut. Colonel R. R. Lewis of the Military Hospital, and Mrs. Lewis, are leaving for Home to-day.

Miss M. Davey, residing at Room No. 222, Hong Kong Hotel, had \$500 in notes stolen from her room on Saturday night.

This evening, beginning at 7 o'clock, "C" and "D" Companies of the King's Own Scottish Borderers are holding another dance at the Cinema, Mount Austin Barracks.

The total output of the Kailan Mining Administration's mines for the week ending May 7th, 1927, amounted to 95,291 tons and the sales during the period to 76,136 tons.

On Monday a thief entered Room No. 6 at the ladies' Clubhouse, Fanning, occupied by Mrs. Diehard and stole \$3.70 in money and blankets worth \$135 from a locked cupboard which was forced open.

A Chinese has been arrested by the police and formally charged with the murder of a woman, who disappeared from the Castle Peak District. The man was arrested at Cheung Sha Wan, following certain information being given to the police.

A marriage has been arranged and will take place in June between Mr. John Fleming, of Messrs. Lewis, Bingham & Matthews, chartered accountants, Hong Kong, and Miss Katharine Baillie Strong, second daughter of the Rev. and Mrs. W. B. Strong, Gloucester, Middlethorpe.

For speeding on the Castle Peak Road between Tsinglingtan and Tainanchoong on April 24th the driver of a public motor car was on Monday fined \$25 by Mr. W. Schofield at the Kowloon Magistracy. Beside travelling at a high speed, the accused was on the wrong side of the road, and but for the clever driving of Mr. A. Abner a nasty accident would have resulted.

A traffic case in which Lieut. Beard and Lieut. Munro, of the R.A.F., at Kai Tak reclamation, are being summoned for failing to have headlights on their motor-cycles in Nathan Road on May 10th, has been adjourned for hearing at the Kowloon Magistracy next Monday (Traffic Summons day), the officers being unable to attend Court this week owing to duty. Two further summonses are pending against them.

The Wilbur Players gave another very successful performance of "Abie's Irish Rose" to a crowded house at the Star Theatre, Kowloon, last night. To-night they present the same play, and to-morrow they open with "The Divorce Question," which will be given on Friday night. It is understood that the Wilbur Players are then proceeding to Singapore, but are returning again to the Colony for another season, when additional plays from their repertoire will be staged.

Several police officers are leaving the Colony soon. When the P. & O. s.s. *Morca* sails for Home on Saturday she will have on board Inspector Moss, who is going Home on retirement, and Sub-Inspector Evans, who is making a farewell visit home before settling down in Australia on retirement from the Force. Inspector Moss has for a considerable time been in charge of the search and examination party on the waterfront. Next month, Inspector Blackman is leaving for Home, and Sub-Inspector Perkins is retiring on pension in July.

FATAL ACCIDENT ON A JUNK.

ONE KILLED AND ONE INJURED.

An accident which resulted in the death of one coolie and injury to another occurred yesterday on a junk lying inside the Yau-mat typhoon shelter.

It appears that these two coolies were handling cargoes on the junk, when the rope attaching to the wind ruff snapped. The ruff, in falling, struck one of the men, killing him almost instantaneously. The other coolie had his knee dislocated.

THE "LUNG SHAN" DELAYED.

MANY RUMOURS BUT A SIMPLE EXPLANATION.

The river boat *Lung Shan*, from Canton, arrived last night almost an hour after her schedule time. The usual rumours immediately went the round along the waterfront that the crew had walked out at Canton, but on enquiry from the officials, this was denied.

However, when the *Lung Shan* finally tied up alongside the wharf at 9.55 p.m., it was learned that only to an unusually heavy amount of cargo carried from Hong Kong, she was unable to discharge it and get away from Canton before 4 p.m. yesterday; instead of 3 p.m. according to her schedule.

WHAT THE RAIN HAS DONE.

GARAGE FALLS & THOROUGHFARE BLOCKED.

Damage done by the rain may be seen at Robinson and Conduit Roads. A landslide occurred on Monday on the new road connecting Conduit and Robinson Roads, which caused a blockade along about 100 yards.

On Monday night an old one-storied house collapsed at Conduit Road. The house was used as a garage and considerable damage was done to an expensive motor-car. The road is now impassable to motor traffic.

Other minor falls of earth have occurred at Pokfulam and Jubilee Roads. At Sassoon Road a large quantity of earth fell from the hillside behind a row of houses filling the scavenging lane up to the first floor windows. No damage was done to the house.

No one was injured by any of the slides which have occurred.

IMPRESSIVE PARADE.

MARINES AND NAVY SMART TURN-OUT.

A detachment of about 200 Royal Marines paraded at the Murray ground yesterday morning in order to "polish up" for the King's birthday. After carrying out the various formations, the Marines headed by their own band, went on a route march through the central district. They "about turned" at Queen Victoria Street and marched to the Naval Yard.

A contingent of Naval ratings also paraded at the same ground later, and they were followed by a company of soldiers from the Murray barracks.

The turnout of the Marines, naval ratings and Tommies was smart and impressive and a large crowd gathered round the parade ground.

WEATHER REPORT.

Last night's weather report, forecast and remarks, issued by the local Observatory, stated:—
A feeble anti-cyclone appears to be forming over Central China. A trough of relatively low pressure extends from Annam across the Philippines to Yap.
LOCAL FORECAST: N.E. or variable winds, light to moderate, cloudy, occasional rain.

PE CHIH LI FLEET IN ACTION.

THE "BOMBARDMENT" OF WOOSUNG FORTS.

"TRY A FREE BATTLE WITH US."

The following account of an "engagement" between the Woosung forts and the Pe Chih Li Fleet, which we reprint from the *North China Daily News* throws an interesting light, in which there are also certain glimmers of humour, upon modern Chinese naval strategy and tactics.

What was evidently an attempt to land a formidable Northern fighting force from a fleet of sea-going junks in the vicinity of the Woosung forts yesterday morning was heralded by a blast of gunfire from a trio of Chinese men-of-war from Tsingtao that stimulated an inordinate amount of gossip in Shanghai. What actually happened, according to the most reliable observers, sounds rather prosaic in an official report. A close paraphrase of this report would read as follows:

At 8.30 a.m., the Chinese cruiser *Haichi*, accompanied by gunboat and a transport, appeared off Woosung, having come in *via* the south channel, at the same time that a fleet of sea-going junks, numbering between six and seven hundred came in from the north channel. These junks, presumably from some northern port, were packed with troops and it at once became obvious that the business of the *Haichi* and her consorts was to cover their passage past the forts, on the flood tide. To this end, the *Haichi* opened fire on the Woosung forts with her main batteries at nine o'clock and fired ten well placed shells into the fortified area, starting several fires which sent up conspicuous columns of smoke. The forts replied with two or three shots which took no effect. Once the fleet of junks had passed beyond the range of the guns of the fort, the *Haichi*, the gunboat and the transport steamed away until they were huddled down and then apparently coasted about for the rest of the day, flecking the skyline with their smoke. It was assumed by all observers that they contemplated returning towards nightfall to cover a landing from the junks when the latter came down to the vicinity of Woosung on the ebb tide.

"Not A Good Plan For You To Hide."

The most diverting feature of this raid upon the forts was the wireless appeal sent out in plain English and picked up by all merchant and naval ships in the port to the following effect:

"Addressed Haiyang, Yingswei, Haichow, Tanghai, Yangkien, Yangfung, Kiangshan:—We are sorry relate that since we first fight you at Wusung on March 27th we have arrived here for three times. Without seeing anyone of your ships. It is not a good plan for you to hide inside the upper and narrow part of the river. We just destroyed your Wusung Fort but that is not our job. Now we are waiting at mouth of river, hopes you come to there soon and then try a free battle with us for the unity of Navy. From *Haichi*, *Chincho*, *Chinghai*."

Another Version.

A tremendous battle outside of Woosung started at 10.15 a.m. yesterday morning and ended before 11 o'clock of the same morning. The *Pi Chihli* fleet, off-heralded men-of-war, formerly under the command of the late Admiral Pi Shou Chen have into sight before the Woosung forts. The forts saluted with a salvo to which the fleet replied. Then they both turned about, bowed as they do on the Chinese stage, and potted away at each other for a matter of half an hour. Having made a powerful noise and having done, for once, what it was ordered to do, the fleet sailed off to distant parts. The *Haichi* and her consorts, however, were not so seriously damaged as they were. The *Haichi* has probably not been damaged so seriously that there will be much of an expense to repair the hurt feelings of anyone.

In Chinese political circles, it is explained that the purpose of the expedition is to convince both General Chang Ching Chang and General Chiang Kai Shek of the usefulness and sailing power of the *Pi Chihli* fleet. In this way, the ships can find someone who will pay for the rations of the crew, the coal for the engines and an occasional round of shot. Among the ships which sailed towards Woosung were the *Haichi*, fleet of China's men-of-war, the *Chao Ho*, and the *Ting Hai*. There was another ship but its name was lost in the telling of the tale.

NEW YORK-PEKING IN 65 HOURS

IMPORTANT SOUTHERN VICTORIES
IN ANHWEI.

PENGPU AND OTHER CITIES CAPTURED.
BIG HAUL OF PRISONERS, MUNITIONS AND
ROLLING STOCK.

FIGHTING STILL PROCEEDING NEAR WUCHANG.

WUHAN UNDER MARTIAL LAW.

Pengpu, an important strategic point in Anhwei which has been occupied by the Northern troops for some time, has been captured by the Southern troops. Other points, in the vicinity of Pengpu, are also reported to have fallen into the hands of the victorious Kuomintang Army.

At Pengpu the Southerners claim to have captured a large number of prisoners, lots of munitions and a useful quantity of rolling stock.

The Anti-Reds and the Reds are still at grips in the vicinity of Wuchang, and Yang Sen's forces are reported to be advancing nearer Wuchang, which is now "under strict martial law."

Hankow city appears to remain unchanged, and it is announced that the food shortage there appears to be intensifying.

The "Reds" are pouring troops into Wuchang and evidently intend to put up a strong opposition to the Southern soldiers and their supporters.

Feng Yu Hsiang's hold on Chengchow appears to have been of short duration, as the city is reported to be again in the possession of Northern troops.

KUOMINTANG
VICTORIES.

PENGPU AND OTHER CITIES
CAPTURED.

(Wah Tsz Yat Pao).

SHANGHAI, May 24th.

According to Kuomintang reports, the Southerners have taken Pengpu and have captured five Shantung military officers and a number of armoured cars.

According to another report the Shantung-Chihli Allied Forces evacuated Pengpu on the 21st inst. They left more than 200 pieces of rolling stock and a number of locomotives.

The 44th Southern Army Corps, led by General Yen Kai Yin, were responsible for taking Lin Wai Kwan and Fung Yang Kwan, both being important points to the east of Pengpu. They captured more than 2,000 prisoners, about 120 locomotives and armoured cars, fully 8,000 rifles and a large quantity of shot.

After preliminary success, the Southerners, including the 7th, 15th, 23rd and 44th Army Corps continued to engage with the Northerners and finally took over Pengpu city on the 23rd inst.

In consequence, the Shantung-Chihli troops retreated northwards in great confusion and on crossing a river a large number were drowned.

General Chang Tsung Chang and General Chu Yu Pok fled to Hsuechow before the fall of Pengpu, where they will establish temporary headquarters.

THE HOSTILITIES IN
THE NORTH.

[NAVAL WIRELESS.]

CHINKIANG, May 23rd.

The Nationalists have gained further successes in the vicinity of Chinkiang, the heavy shelling by the Northerners the day before yesterday having been mainly in the nature of a parting salvo.

The Southern counter-offensive yesterday resulted in the heavy defeat of the Northerners, and General Ho Ying Yin's troops are now crossing in large numbers to the North bank without opposition. There has been talk of a peace settlement between Marshal Sun Chuan Fang, whose troops have been operating in this district, and General Ho Ying Yin, but what stage negotiations have reached is obscure.

(Continued on next column).

FIGHTING NEAR
WUCHANG.

NOTHING YET DECISIVE:
PLENTY OF "REDS"
IN CITY.

(Wah Tsz Yat Pao).

SHANGHAI, May 24th.

The anti-Reds, led by General Sha Tao Yin, are still engaging with the Red troops near Wuchang, while General Yang Sen's forces are advancing nearer to Wuchang, which is now under strict martial law.

Wuchang And Hankow.

HANKOW, May 23rd.

General Sha Tao Yin appears to be awaiting the advance of other forces approaching Hankow before attacking Wuchang. The Communists have sent a large body of troops to the defence of Wuchang.

Hankow remains the same, the food shortage appears to be intensifying, and local uneasiness grows.

[NAVAL WIRELESS.]

Chiang's Reinforcements.

NANKING, May 23rd.

Southern reinforcements continue to arrive.

Wuhu Occupation.

WUHU, May 23rd.

No reply has so far been received from the Commissioner for Foreign Affairs to the British protest against troop occupation. The position remains the same.

[THROUGH REUTER'S AGENCY.]

Two Important Southern Captures.

SHANGHAI, May 24th.

A message from Nanking states that Marshal Chiang Kai Shek claims a major success. It is reported that he has driven General Chang Tsung Chang back to towards Hsuechow, in north-west Kiangsu, after capturing Pengpu, in Anhwei, an important junction on the Tientsin-Pukow railway, about 100 miles north-west of Nanking.

The Nationalists also assert that they have captured Yangchow, opposite Chinkiang, from General Sun Chuan Fang.

[NAVAL WIRELESS.]

Feng Loses Chengchow.

SHANGHAI, May 23rd.

The report of a great victory by Marshal Feng Yu Hsiang at Chengchow has been discounted considerably by later information that a Fengtien counter-attack proved successful.

[THROUGH REUTER'S AGENCY.]

British Conference at Shanghai.

SHANGHAI, May 24th.

Sir Miles Lampson has had a long conference with Mr. Basil Newton, lately British representative at Hankow, and Admiral Tyrwhitt.

REMOVAL OF RAILWAY
TRUCKS.

LABOURITE QUESTION IN THE
COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 23rd.

In the House of Commons, Lieut.-Comdr. Kenworthy (Labour) asked whether British naval forces were interfering with the use of railway trucks for the transport of Marshal Chiang Kai Shek's troops in their operations against the Northern Governments, and whether similar prohibitions had been placed on any future attempt by the forces of the Northern generals to cross the river from the north.

Sir Austen Chamberlain stated that in view of the fact that the whole of the property of the Shanghai-Nanking Railway was mortgaged to British interests as security for the Railway Loan, representations had always been made when there had been a threat or an attempt to transfer the rolling-stock for military purposes across the Yangtze.

He cited representations made to General Chang Tsung Chang on March 21st and similarly on May 17th. The secretary to the British General Officer Commanding had informed the Captain of H.M.S. *Carlisle* of a proposal to transfer the rolling-stock to Nanking and Pukow, and he was told that this could not be permitted.

Sir Austen Chamberlain declared that these representations were founded on the loan agreement, while as regards the Tientsin-Pukow Railway, there was no mortgage and therefore would not be the same legal grounds on which to base a protest. He added that the Captain of the *Carlisle* had been directed not to object to the Nationalists transshipping an Nanking and Pukow trucks and armoured cars belonging to the railway.

AMERICAN WOMEN AND
NANKING.

SHANGHAI A.W.C.'S STRONG
RESOLUTION.

PROTEST TO GENERAL
FEDERATION.

At the annual general meeting of the American Women's Club, Shanghai, there was a lively discussion regarding the sending of an expression of the sentiments of the American women of the community regarding the Nanking outrages upon women.

This clause in the president's report, which provided the most serious attention of the meeting, was proposed as a cable to be sent to the biennial meeting of the General Federation of Women's Clubs in America with which the local organization is affiliated. It reads as follows: "As the representative body of American women in China we are astounded at the tendency to minimize the outrageous indignities which American women as well as women of other nationalities suffered at the hands of Chinese Nationalist troops at Nanking on March 24th. We appeal to and urge upon the General Federation of Women's Clubs to inquire into the authentic official reports as Washington and spread their findings amongst club-women, that they may know the truth and not be misled by subversive propaganda detrimental to the safety of womanhood in China. Signed American Women's Club of Shanghai."

After a certain amount of dissent from the floor the vote was put with the result that 25 voted to send this message as against 10 who opposed it.

"THE BATTLESHIP
ELIMINATED."

WHAT LINDBERGH'S FLIGHT
MEANS.

U.S. COLONEL'S OPINION.

LONG DISTANCE PASSENGER
SERVICES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 24th.

In a statement, published in the *New York American*, Colonel Mitchell, ex Assistant Chief of the United States Army Air Service, says that Lindbergh's flight means that air passenger services may now be established by which it will be possible to fly from New York to Peking in 65 hours or from New York to Australia via South America in 124 hours.

Reiterating his attack on the Government adhering to the battleship as the mainstay of the Navy, Mitchell says that Lindbergh's flight means the entire elimination of the battleship as an instrument of warfare, because aeroplanes can easily sink battleships, one of which costs the same as thousands of aeroplanes.

PAN-AMERICAN JURISTS.

FAREWELL BANQUET.

CONGRATULATED ON FRUIT-
FUL WORK.

[REUTER'S AMERICAN SERVICE.]

RIO DE JANEIRO, May 24th.

M. Mangabeira, the Foreign Minister, gave a banquet to the delegates of the Pan-American Jurists' Congress and congratulated them upon the fruitful work of the Congress. Mr. Brown Scott, the United States delegate, returned thanks on behalf of the delegates.

CHILE'S NEW PRESIDENT.

[REUTER'S AMERICAN SERVICE.]

SANTIAGO DE CHILE, May 24th.

Incomplete returns indicate that Colonel Ibanez, the sole candidate, has been elected President.

DEVELOPING MEXICO.

CANADIAN CONCERN TO
SPEND \$14,000,000.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, May 24th.

The Mexican Light & Power Company, which is a Canadian concern, has announced that it intends to spend \$14,000,000 on developments in Mexico.

STRIKE AT NEW SOUTH
WALES' PORT.

[REUTER'S AMERICAN SERVICE.]

NEWCASTLE, N.S.W., May 25th.

All shipping is at a standstill as the result of a strike of the coal-trimmers.

BRITAIN AND RUSSIA.

DEFINITE BREACH
PREDICTED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 23rd.

Reuter's Lobby correspondent states that there is now an almost universal conviction that the statements by Ministers on May 24th with regard to the Arcos raid will involve a complete break with Russia.

Soviet Trade.

Moscow, May 23rd.

M. Mokoyan, the People's Commissar of Trade, has instructed the Soviet trade representative in London to refrain from lodging any new orders with British industrialists.

AVIATORS IN
TROUBLE.

SEARCHING FOR DE PINEDO.

AEROPLANE IN TOW.

[THROUGH REUTER'S AGENCY.]

LONDON, May 24th.

De Pinedo had not arrived at the Azores at 23.30 yesterday night, and a search for him is proceeding. Lloyds reports that a three-masted schooner has been sighted in latitude 41.60, longitude 33.39 west steering to the east and towing an aeroplane apparently marked with the Tricolor.

[REUTER'S AMERICAN SERVICE.]

U.S. Army Dirigible Destroyed.

SAN ANTONIO, TEXAS, May 24th.

A Non-Rigid Army Dirigible was completely destroyed while attempting to rise. No explosion occurred, as the bag was filled with helium and there were no casualties.

THE BRITISH AMATEUR
GOLF TITLE.

LIKELY TO RETURN TO
BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, May 23rd.

At Hoylake the opening day of the Amateur Golf Championship confirmed the opinion that the cup, in the absence of any organised overseas challenge, will return to Britain.

Five out of the eight American competitors have been defeated. These are Lawrence of Oakmont, W. Platt of Whitmarsh, Hunt of Rivercoats, Azbill of Essex County, and Richard of Engineers; but Brower, jr., and the Brookline players, Newton and Crane, have entered the second round.

Wethered and Talley won their matches. The former is the favourite for the contest. The most notable defeats of this round were those of Darwin and Robert Harris.

FROM PARIS TO TOKYO.

FRENCHMEN'S ATTEMPT TO
BEAT WORLD'S RECORDS.

[THROUGH REUTER'S AGENCY.]

PARIS, May 23rd.

The atmospheric conditions permitting it, the airmen Coste and Rignot, recent holders of the long-distance flying record, from Paris to Jask, will set out tomorrow, flying in the direction of Tokyo.

They hoped to establish a new long-distance record in their first stage, and to reach Tokyo in their next.

GERMANY'S FORTIFICA-
TIONS.

FRIENDLY REPRESENTA-
TIONS IGNORED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 23rd.

The British, French and American Ambassadors have made friendly representations to Germany concerning the eastern fortifications which she undertook to destroy, but, since the withdrawal of the inter-Ally commission of control, she has declined to allow Allied military experts to visit the sites to verify this destruction.

COMRADE DORIOT.

GOING TO FRANCE TO
DEFEND HIMSELF.

[THROUGH REUTER'S AGENCY.]

PARIS, May 23rd.

The Communist, Doriot, has called to the *Humanite* from Vladivostok that he is returning to France to defend himself in proceedings instituted by the French Government because of speeches he made while he was in China.

LINDBERGH LIONISED.

FRANCE'S CORDIAL
WELCOME.

HANDSOME AWARDS.

[THROUGH REUTER'S AGENCY.]

PARIS, May 23rd.

On the occasion of the Aero Club of France's reception to Lindbergh, Madame Deutsch de la Meurthe, the widow of the ex-president of the Club, sent the secretary a cheque for 500,000 francs, of which 150,000 is for a cup for Lindbergh, and 100,000 each for Nungesser's mother and the French airmen's companion, Coli's children.

At the function Lindbergh was evidently embarrassed by the warmth of the reception. In a speech he said that Americans felt the loss of Nungesser and Coli as much as the French, but still had a little hope that they would be found in the wilds of North America or Canada. The company then toasted Mrs. Lindbergh, "the proudest woman in America."

Prominent aviators present included Bleriot and Pelletier Doisy. A gold medal was awarded to Lindbergh.

The speakers included M. Painlevé, who expressed the profound admiration of French military aviation for Lindbergh's exploit. The American Ambassador, Mr. Herrick, declared that the manifestations of the past few days amply proved the continuance of Franco-American friendship.

Subsequently Lindbergh and Mr. Herrick drove to the Ministry of Finance, where the Premier warmly congratulated the airmen.

[REUTER'S AMERICAN SERVICE.]

Appreciated Cablegrams.

WASHINGTON, May 24th.

Lindbergh has cabled to President Coolidge: "Your appreciative message has filled me with gratitude." He also cabled to Mr. Kellogg, Secretary of the State Department: "Your kind message is tremendously appreciated."

3,610 Miles' Flight.

NEW YORK, May 24th.

The Washington Geological Survey calculate that Lindbergh's flight covered 3,610 miles, which is a non-stop record. The figures will be submitted to the International Air Federation.

THE S.S. "KALYAN."

LEFT FOR CHINA.
YESTERDAY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 23rd.

The cargo in the P. & O. vessel *Kalyan*, which had a fire in one of the holds, has been cleared, and the galleries are now clean and dry, and reloading has begun.

The ship will sail on May 24th, from Port Sudan.

THE FLIGHT TO INDIA.

CAUSE OF THE COLLAPSE.

[THROUGH REUTER'S AGENCY.]

KARACHI, May 23rd.

The British airmen, Carr and Gilman, who were attempting to set up a new world's aviation record by a flight from England to India in one stage, and came down in the Persian Gulf, were, it now transpires, forced to descend owing to their petrol supply becoming exhausted.

PROFESSIONAL GOLF.

JOLLY INSTEAD OF
MITCHELL.

[THROUGH REUTER'S AGENCY.]

LONDON, May 23rd.

Herbert Jolly, the Foxgrove Club professional, will take the place of Abe Mitchell, who is indisposed, in the U.S. golf tournaments, and will sail for America tomorrow.

OBITUARY.

U.S. RAILWAY MAGNATE.

[REUTER'S AMERICAN SERVICE.]

PHILADELPHIA, May 23rd.

The death has occurred of Mr. Henry Huntington, the railway magnate, who purchased Gainsborough's famous painting the "Blue Boy," for which he paid \$150,000.

[Henry Edwards Huntington was born in New York State in 1850. After engaging in the hardware and lumber trade, he entered the railway business, and in time became one of America's best-known railway magnates.]

INTERNATIONAL
ECONOMICS.

CLOSE OF THE GENEVA
CONFERENCE.

MAINTENANCE OF WORLD-
PEACE.

[THROUGH REUTER'S AGENCY.]

GENEVA, May 23rd.

The plenary session of the International Economic Conference has unanimously adopted a resolution proposed by the British delegate, Mr. Arthur Pugh, recognising that the maintenance of world peace largely depends on the principles of economic policies which the nations have framed and executed, and recommending continuous attention by the Government to this aspect.

A resolution proposed by Professor Cassel of Sweden was also unanimously approved, in favour of the development of closer international co-operation by scientific and educational institutions, and also by the help of the Press and similar information agencies.

Close Of The Sessions.

LATER.

The Conference closed after a lengthy statement by the president, M. Theunis, who expressed the opinion that the resolutions adopted would profoundly influence the future economic policy of the world. His speech was cheered loudly and for a prolonged period, all the delegates rising in their seats.

Previously a compromise was reached as regards a difficulty in respect of the composition of the future economic organisation which will continue the work of the Conference, arising out of a Labour demand for representation in the organisation. The Soviet delegate, M. Varga, supporting Mr. Pugh's resolution, mentioned earlier, said that the Soviet authorities considered that a careful study of the problem of economic relations between different countries and the Soviet, and the establishment of the principle of co-existence of two economic systems, should be of the highest significance to the general economic situation.

The Closing Sitting.

LATER.

The closing sitting of the Economic Conference adopted a resolution firstly, in favour of the limitation or reduction of armaments; secondly, stressing the importance of renewing world-trade. The question of carrying on the work of the Conference was left to the League Council.

20,000 TROOPS FOR
SPANISH MOROCCO.

TRIBES AGAIN IN REVOLT.

ATTACK ON TETUAN FEARED.

TETUAN, April 24th.

When I was at Tetuan six weeks ago the Spanish civilian population of the town were confident that the troubles in the Spanish zone in Morocco were nearing an end, writes the *Daily Telegraph* correspondent. The Rif was practically pacified, and operations to subdue the Western section of the zone, that is to say, the Jeballa tribes, were expected to be undertaken in the spring.

Since then the situation has greatly altered. An important group of the Rif tribes, known as the *Sinhadja-el-Siriar*, have revolted, and they have been joined by other Rif tribes. Now when the Spanish forces are engaged in the Rif the situation in the Jeballa country causes anxiety.

Last week, near to the Spanish camp at Sok-el-Araba, on the She-shuan Road, at a point between the Beni Hassan and the Beni Lait tribes, a party of about fifty Spanish Regulars were attacked and killed. At the same time a convoy escorted by native troops was attacked in the Beni Ider region and sustained losses estimated at over eighty. A third attack by raiding bands occurred at Malalein, in the Haus tribe, to the north of Tetuan, and six Spanish Regulars were killed.

Civilians at Tetuan are nervous, as they fear that the revolt may extend in the Jeballa country, and there may be raids in the vicinity of the town. Judging by the non-success of Abdel Krim's several organised assaults, against the defences of Tetuan in the past, the fears of the population here seem exaggerated.

On the road from Tangier to Tetuan I noticed that a number of block houses had been removed. We passed six armoured cars guarding the road and bodies of troops on the march. The defences around Tetuan have been strengthened. From Spain reinforcements are arriving. Some are for the Tetuan region and others have gone to Targuist, in the Rif, where the Spanish forces are concentrating. The reinforcements from the Peninsula will in all number about 20,000 men.

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THE HONG KONG DAILY PRESS, WEDNESDAY, MAY 25th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Steam and Oil—The Popular Power—Lubrication—Power and Speed.

[BY AN OWNER-DRIVER.]

STEAM AND OIL.

PROGRESS AND COMPETITION.

For a hundred years the steam engine was the one type of machine in use for converting the energy of fuel into mechanical energy. Then about forty years ago the internal combustion engine demonstrated that there was at least one other method. Looking back over the past it seems certain that if there had been no ridiculous "Red Flag Act" in Britain, the steam motor-car would have been developed by the time that the locomotive became a really efficient engine. Unfortunately speeding along the roads was considered impossible.

If there had been no "Red Flag Act" in Britain the engineers of that country (who were doing all the pioneer work in marine and land transportation) would have turned their attention to motor-cars.

BACK TO STEAM.

Recently the Institution of Mechanical Engineers in England listened to a description of a new type of locomotive that may easily be the forerunner of a new type of road vehicle.

The main idea is this: The engine is at once an internal combustion engine and a steam engine. With the ordinary motor-car engine only one side of the piston is utilised, the other being open to the atmosphere. The old four stroke cycle of operations for the internal combustion engine goes on in the new engine on the top end of the piston. On the under side of the piston steam is used.

It is, of course, much easier to carry a good supply of water for steam raising purposes on a locomotive than on a motor-car, but if the designer really wanted to arrange for water tanks on the chassis he would be able to do so.

COMMERCIAL VEHICLES.

There are steam engines in use for commercial vehicles on the roads and they manage to carry a sufficient water supply. No doubt the first development of this new idea will be with commercial vehicles, and the experience so gained will doubtless lead to experiments by the makers of touring cars.

The prospect which appeals to the owner driver very much indeed is the replacement of the electrical self-starter by steam for the great advantage which the steam engine has over the internal combustion engine is the ease of starting up.

A great deal of mechanical ingenuity has been displayed in connection with modern self starters but in the end they all have one great weakness—the storage battery that still worries many an owner driver. Great are the advantages of electricity, but great also is the anxiety caused by the battery. Anything electrical is a worry in the tropics because the humidity affects insulation.

The storage battery has a big strain put on it when the self starter is at work. If there were only the lighting of the car the battery could manage that fairly easily. It is the sudden demand for a relatively big supply of electrical energy when we press the switch of the self starter that does the damage.

If we can rise steam on one side of the engine we have no need for an electrical self-starter. It is even possible that we shall be able to do without a gear box, or at any rate the low gear needed for starting the car.

A STEAM 'BUS.

Meanwhile the Steam Appliance Corporation of America has published some interesting particulars of a steam driven omnibus.

It is propelled by a five-cylinder rotary steam engine and the steam generator is of the water tube variety; the tubes are of especial design and full arrangements have been made to allow for expansion and contraction.

This steam generator is to work at a range of from 400 to 600 lbs. pressure per square inch and the fuel used in the two-stage combustion burner of the boiler is a distillate fuel oil, kerosene and other low grade fuels and is much cheaper than petrol.

There is a jet condenser, a water cooling radiator and an exhaust-driven fan. According to the manufacturers the fuel consumption is about the same in quantity as the petrol consumption of the ordinary omnibus.

There can be no doubt that the great incentive to inventors and designers at work on steam engines for road transport is the belief that the fuel bill will be much less than with petrol engines. When one considers the value to a nation of a great invention (such as the Parsons steam turbine) it seems strange that the Government does not spend more money on scientific research in connection with road transport.

THE POPULAR POWER.

On September 30th, 1926, the total number of private cars in Great Britain was 658,232. Of that number 600,193 were registered in England, 56,478 in Scotland and 29,291 in Wales.

It is of interest to note that in Wales the number of motor cycles registered is greater than the number of motor-cars. The motor-cycles number 32,216 and the cars 29,291. In England the number of motor-cycles registered was 437,207 and in Scotland the total was 49,491.

THE WINNING NUMBER.

It is remarkable that in Great Britain there are only 96 cars of tax rating of 50 horse-power or over. There are 698 owners who pay £45 a year tax.

What is the popular size of engine?

It is the (tax-rating) 12 horse-power engine. That easily wins. The total number of cars in Great Britain rated at 12 horse-power works out at 178,940. The "runner-up" is the 11 horse-power car, of which 66,168 were recorded. There were 41,638 cars at 10 horse-power rating. There were 540 electrically driven cars and 573 petrol driven cars with engines in the class between 1 h.p. and 6 h.p.

ECONOMY FIRST.

A study of these figures shows that the economical car is the popular car in Great Britain. It is probable that in North America the most popular car is one that would be about 22 horse-power English tax-rating. The popularity of the new Erskine model shows, however, that smaller powers are bravely competing.

The system of taxation of cars that obtains in Great Britain helps to make the car with a small engine popular, but the petrol and tyre bills also have their effect on the motorist.

LUBRICATION.

During the past forty years a great deal of experimental work and theoretical analysis in connection with lubrication problems have been carried out in Europe and America. Towards in Britain, published some classical results and many theorists interpreted them. On the practical side of the question there is still a great deal of divergence of opinion amongst the experts. Recently there have been held in England two joint meetings of members of the Institution of Mechanical Engineers and the Chemical Engineering Groups. After some papers that revealed great industry on the part of the authors had been read and discussed the general impression left, at least on a person reading reports of the proceedings, is that there is still a great deal that is unknown about both the theory and the practice of lubrication.

Many will agree with Dr. Hele Shaw who said that it is the duty of the engineer to move things about and to keep them moving. That is impossible without lubrication. It has been said that it is lubrication that makes moving machines possible.

"Try it" seems to be the only method of finding out the value of a lubricant. Many of the motor manufacturers recommend this or that particular brand of lubricating oil for the mechanism of the engine. Unless there is a very good reason, such as a definite guarantee from one of the well-known oil companies, it is unwise to use any other lubricant than those recommended by the makers.

The worst fallacy in this connection is the one that runs "any oil will do." It will not do. The oil companies agree at least about that. Follow their advice if you reject that of the maker of the car. Do not change the engine lubricating oil more often than you think essential.

TAXI CABS: HERE AND AT HOME.

There is to be a reduction in the tariff of all taxis running within the London area. Indeed the reduction may now be in force. The pre-war rate was 8d. a mile and the reduction now authorised by the Home Secretary is from one shilling to ninepence a mile and waiting time is to be charged at four shillings an hour.

In London there are four firms who practically, between them, run all of the taxis, about 8,000 cabs being owned by these four firms. They rent the taxi to the driver on a maintenance agreement.

Many people think that it would actually pay the taxi drivers if the cut had been greater—say down to sixpence instead of ninepence a mile. The argument is that more people would use the taxis if the fares were at sixpence as a minimum.

What seems to be needed in Hong Kong is a new type of taxi-cab that will replace the ricksha. A fleet of small Austin Sevens at a minimum fare of twenty cents might pay very well indeed. The car would need to be a two-seater, with easy access and exit arrangements.

INSTRUCTIONS IN JAPAN.

Anyone who has lived abroad will readily agree that those who learn the English language after they have reached adult years are liable to make some unconsciously comic phrases out of English words. Especially in connection with motor-cars and machinery do Orientals make amusing slips.

A recent issue of *The Motor Cycle* gives some extracts from official notices posted by the Tokyo police in one of the stations.

"When the passenger of the foot heave in sight, tootle horn; trumpet at him, melodiously at first, but if he still obstructs your passage, tootle him with vigour, and express by word of mouth the warning 'Hi! Hi!'"

The heading under which the above and the following suggestions appeared had the comprehensive title "Suggestions for the Road."

Here is another effort. "Give big space to the festive dog that shall sport in the roadway" in order that "entanglements of the dog with the wheel spokes shall be avoided."

Then again there is:—"Beware the wandering horse, that he shall not take fright as you pass him by, do not explode an exhaust blow at him. Go soothingly by."

Perhaps the contributor who sent the extracts for publication was a motor-car driver who carefully selected a journal that circulates amongst motor cyclists in the hope that when they pass motor cars on their motor-bikes they will "go soothingly by."

It is only fair to add that great efforts are being made by many people who are interested in motor-cycles to improve the silencers. We hope that in time all motor-bikes on the road will "go soothingly by."

(Continued on page 9.)

Cotton-

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2 Seater Roadster	G\$ 975	G\$ 1,125
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THINKING AND DOING.

WHY FILL ONE'S LIFE WITH UNIMPORTANT ENGAGEMENTS?

THE DANGER OF BEING ALWAYS IN A HURRY.

SERMON BY THE CATHEDRAL CHAPLAIN.

Preaching at St. John's Cathedral on Sunday, the Rev. H. Coppley Mayle said:—

The collect for this week speaks of thinking and doing. We might have expected that it would be about prayer as this is often called Rogation Sunday and the next three days are days of special prayer for God's blessing on the fruits of the earth. They are days of preparation for the great Festival of Ascension day when we think of the glorious return of our Blessed Lord to the power of Heaven which He had laid aside for a time in order to come down and live a human life on earth. Ascension day ought to be devoutly observed by all Christians at the Coronation day of our Lord. As it is not a public holiday like Christmas or Good Friday it may be more difficult to attend public worship on that day, yet I expect there are many here who with an effort could do so, and all should keep it by special private prayers.

Our subject this morning is thinking and doing. As suggested by the words of the collect. Thought is the prelude to action. You very often hear of a man who suddenly does some thing which startles people. Perhaps he is a highly respected and honoured citizen who is regarded as a model of uprightness and he suddenly commits some action, dishonourable and perhaps dishonest. Why is it? Very often it is due to the fact that he has been secretly allowing those dishonest, idle and dishonest thoughts to occupy his mind, and suddenly they have driven him to the act which he seems so inconsistent with the character of the man as it appeared to his fellows, but which is the inevitable result of the thought which he has allowed to occupy his mind.

The Power Of Thought.

We often read about the advance of modern psychology but it is doubtful if we know any more about thought than did the ancient Greeks, and there are few to-day who know as much about thought as Plato. One of the greatest advances which has been made in recent years in the study of thought is the very great effect which thought can have on the body of the thinker. I suppose we have all heard and read of the late M. Cope and his cures by auto-suggestion. In reaction from a too common school of medicine which was far too material, he may have exaggerated the power of thought. His motto "Every day in every way I am getting better and better," may not have proved so invariably successful as he imagined, but he has certainly brought into prominence the undoubted fact that thought can very greatly influence the body either for good or evil. The person who thinks about a disease is more likely, other things being equal, to get that disease than a person who never thinks of it. That is a reason why it is often unwise to encourage people to talk about their ailments, especially if there is a possibility of their being imaginary ailments. How often do we come across people who think that a certain act will have a certain consequence, e.g., they believe if they sit in a draft they will catch cold, or if they eat shell fish they will be ill and they find that the expected consequence invariably follows. I was once a victim of this belief. I got the idea that a long railway journey gave me a bad headache, twice a month I had to travel about 150 miles and always expected the headache and almost invariably got it. It was often so severe that I used to go to bed at once on returning home. Later on I realised that there was no reason why a train journey should give me a headache, and now it never gives me one, although I have been 14 days in a train. I am sure that many people quite unnecessarily think themselves into illness which can be a real illness but which is brought on entirely by their thoughts.

Again the power of thought in suggesting evil habits is very great and should especially be recognised by all who have any responsibility for training the young. I saw a little boy the other day trying to climb and his amah said "You naughty boy you mustn't climb, you are a naughty boy." No doubt she meant well, but by making him think he was naughty, when he had only been trying to do what any healthy small boy wants to do, she was sowing in his mind the belief that he was naughty and that belief growing with his years may lead him to be a wicked man.

"If Thought Is Saturated With Failure."

The power of thought is seen in the success of the man who is successful in business. He is always one who believes in his own success. I don't say that every man who believes in his own success will succeed but I am sure that no man

will succeed unless he believes in his success. No matter how hard a man may work for success if his thought is saturated with failure it will kill his efforts, neutralise his endeavours and make success impossible for him.

I recently came across some very modern verses which strongly and indignantly express this truth. They are called "The State of Mind."

If you think you are beaten, you are
If you think you dare not, you don't
If you'd like to win but think you can't
It's almost a cinch you won't.

If you think you'll lose, you're lost
If you think you're out-classed, you are
If you think you're out-classed, you are

For out in the world we find
Success begins with a fellow's will
It's all in the state of the mind.
If you think you're out-classed, you are

You've got to think high to rise,
You've got to hustle before
You can ever win a prize.
Life's battles don't always go

To the stronger or faster man
But soon or late the man who wins
Is the one who thinks he can.

Thoughts have real power. If we say to ourselves that we cannot resist a temptation, then we will almost certainly fall into it. If on the other hand we think with St. Paul "I can do all things through Christ who strengtheneth me," then we may rise to unexpected heights.

"No Time To Think."

We live to-day in an age which prides itself on being a very practical one, and we are in danger of being so taken up with doing things that we have no leisure for thought. I am reading a book last week on the Art of Thinking and the author explained that the modern school of thought seems to be constructed with the idea of filling up every minute of the child's time and leaving no leisure. This is no doubt true to keep the child out of mischief but one of its evil results is that the child is never given time to think, and to develop his own ideas.

We cannot have thinkers unless people have some leisure. That is one reason why it is such a sad mistake to fill one's life with unimportant engagements. They leave no time for thought. And yet there are people who feel quite ashamed if they have two or three days in a week which are not filled up with work or play or social engagements, and will tell you with much complacency that they have not a free evening for the next three weeks.

How America Suppresses Thought.

The author to whom I just referred suggested that if Plato had been born in New York or London to-day he would not have developed into the thinker which he was. I remember an American once saying to me that the Episcopal Church in the United States has no theological writers of outstanding merit for if a man shows ability he is put in charge of a big parish where his work leaves him no time for thought, whereas in England there are canons and deacons who give a man leisure and so he is able to produce theological works of real merit. Not only scholars but every Christian needs leisure for thought and we ought so to plan our day that at least some minutes every day are spent in quiet thought and meditation.

Thinking and doing. Without thought, doing may become a fussy restlessness which achieves nothing, but on the other hand thought which does not lead to action may evaporate in day dreams. It is not enough that we think those things that be good; it is necessary that we perform the same. It has been said that hell is paved with good intentions. And there are many people whose thoughts are splendid and self-sacrificing and noble but who fail to put those fine thoughts into practice. We need performance as well as thought. What are we doing for God? It is true of course that our ordinary work may be done for God. Whether we work in office or school or shop, whether our work is that of soldier or sailor or lawyer or tailor if it is good work it may be God's work if done for Him.

Work For Everyone.

But if the Kingdom of God is to spread in the world there is need for every Christian to realise that he or she must do some special work for the extension of that Kingdom. There must be no shirkers in the Army of Christ. How often we find that one or two enthusiastic workers are bearing the greatest part of the burden of the Church's work and, perhaps contributing the greatest part of the Church's income. That is a real source of weakness in the Christian Army, in which every Christian ought to be doing his full share of work. Not in a rush and hurry but after due thought.

(Continued at foot of next column).

MR. HENRY FORD'S TAILOR.

PRIVATE CUTTER WHO MAKES MILLIONAIRE'S SUITS.

OLD-TIME GARB.

Mr. Henry Ford is credited with being the only man in the world who has his own tailor's shop in his place of business, and who keeps his own private cutter busy making his suits.

He has also been credited with a fondness for buying his suits ready made. Which is the ruling passion we do not know.

Amid all the contorted iron viscera of the huge Rouge River (writes a correspondent in "Men's Wear"), this tailor's shop is a pleasant oasis of sunlight and sanity. It is equipped as no other one-customer shop in the world was ever equipped. There is a huge cutting table, carved out of an almost extinct white pine. There is a floor of maple, polished to a mirror-like sheen. There are beautiful presses of highly polished walnut.

Ranged on long tables are bolts of the rarest cloth in the world, ready for Ford's selection when he wants a new suit. They include Yorkshire chevrons, Donegal tweeds, Meltons, Old English chevrons, Irish tweeds, Harris tweeds—a selection from which a blind man might pick the finest suit to be had anywhere.

The new walnut presses disclose Ford's own collection of early American clothes, cut to his measure. Among them are richly embroidered and broadcated waistcoats, striped trousers, with straps going under the foot, and swallow-tailed coats with padded shoulders.

Ford wears these clothes in the nearby ballroom, where they dance the polka, the quadrille and all the old square dances, and where modern jazz is rigidly barred. Music is supplied by the cymbal and the dulcimer, quaint old ancestors of the modern piano.

It is here that the richest man in the world, wearing his broadcated waistcoat, his swallow-tailed coat, his striped trousers and his square-toed boots, shining with goose-grease, leads his employees in the old time dances.

GERMANY'S PLAN.

TO BEAT THE WORLD.

A "CLEAN SWEEP" AT OLYMPIC GAMES.

Athletes from Germany hope to "sweep the field" at the Olympic Games at Amsterdam next summer. Their elaborate preparations are one of the subjects emphasised in a statement made by Lord Rochdale, chairman of the Council of the British Olympic Association, on his return from Monaco, where he represented Britain at the International Olympic Games Committee.

Lord Rochdale also mentioned plans for a remarkable sports meeting to be held in Alexandria in 1929, when natives and white settlers from all parts of Africa will compete in European games, including rowing, fencing, boxing, lawn tennis and football.

Germany—who is competing for the first time since the war—is sending 340 competitors, and the German Government is giving £7,000 this year and £15,000 next towards their expenses," said Lord Rochdale.

Great Plans.

"There is tremendous activity in Germany in all the preparations for physical training. This year an admirable propaganda measure is being promoted by the Government. There is to be a physical training conference of about 200 representatives of towns all over Germany, and these people will be taken round the country to see the various arrangements for physical culture and athletics."

Although between £30,000 and £40,000 are required to finance the British games at Amsterdam, Lord Rochdale stated that his council does not propose asking the British Government for a grant. "It has never been our policy," he said, "because we believe it to be much better to depend only upon private subscriptions."

Fifty-five nations, said Lord Rochdale, are expected to take part in the Amsterdam games, and the Stadium, upon which the Dutch have spent about £40,000, will be ready in January.

The characteristic of the world in this present age is to be always in a hurry, but we who profess to look beyond this world to the eternal shores ought already to show by our lives that we are not absorbed entirely in the passing things of this life but that our thoughts and hopes have gone forward into that Paradise which Christ has prepared for those who think His thoughts and do His acts of love and charity.

WHITE SLAVE TRAFFIC.

SECRET REPORT DISCLOSURES.

WORLD-WIDE BUSINESS TO TRAP GIRLS.

BRITAIN FREE FROM SCOURGE.

When the first part of the White Slave Traffic Commission's report, prepared for the League of Nations, was issued the second part was withheld from publication owing to the nature of its contents.

The *Daily Mail*, says a copy of that paper now to hand, is now able to review this second part, which is nearly 200 pages in length. Though much of it makes terrible reading, nevertheless it is a document of the highest importance for an understanding of the present position in regard to the whole problem and statistics of white slavery.

The report covers 28 countries in North, South, and Central America, in Europe, certain countries of North Africa bordering the Mediterranean Sea and Turkey. The investigation over this wide area has taken more than two years and was completed in December 1926.

It has been prepared and edited with the utmost thoroughness. As is remarked in the introduction.

Too Vivid Details.

A report written for publication and circulation must be presented with circumspection and with discrimination. For those reasons ciphers have been used to conceal the identity of persons and of places, extracts only or summaries have been given of too realistic conversations, details have been omitted which, though vivid, were not sufficiently general to insist upon.

A report inevitably loses something of the realism and convincing quality of the original authentic documents. It is, therefore, perhaps necessary to state that there has been deposited with the Secretariat of the League of Nations the complete collection, filed and indexed, of the mass of original documents. These include, in addition to official reports and publications, photographs and visiting cards, telegrams, letters of introduction from one trafficker to another, contracts of work, a copy of a receipt to a woman from the man who procured her and whom she had paid off, false or falsified documents, and many other first-hand exhibits.

Futile Laws.

The countries are dealt with in alphabetical order, and to each survey is added an appendix giving the laws of the particular country touching on the question of the white slave traffic. Unfortunately the laws, admirable as they usually are, appear to be frequently evaded with ease.

As to the Argentine, for example, the report says:

It is clear that the traffickers manage to evade every restriction, and the evidence discloses an elaborate organisation for running the business and securing girls therefor to the great profit of third parties. It is further significant to note the number of different towns which have been linked. . . . Buenos Aires, Cairo, Paris, Warsaw, Antwerp are places which, though so widely separated, have yielded encounters with either the same traffickers or with friends of these same characters.

The white slave traffic is indeed an international evil. An investigator in Brazil reports the following conversation in Rio de Janeiro, with the keeper of a house of ill-fame:—

"DH usually does business with a fellow — T in Paris. Perhaps you know him?" She replied: "Do I know him? I'll say I do! Many a girl he sent to me. Here and in Bahia I know him very well. In those days I got half, so it paid me; but now it would not."

In France, as in other countries, the underworld succeeds by various methods in outwitting the law and administrative measures."

The method generally used in cases where the girl is under 21 is the marriage method, since marriage emancipates the woman from control. . . . Another method of leaving the country is the securing of false birth certificates for minors; and the issuing of passports showing them to be over age. For example, a trafficker, 4-7, met in Paris, said: "I can fix up papers, passports, any kind you want, visas, and marriage, birth, and identity certificates." He showed English, Brazilian, and Polish passports.

In Germany girls are promised theatrical jobs if they will go abroad. One trafficker said:

All these kids are wild about the stage, the movies, cabarets, anything that makes them think they are artists. They are the kind that fall easy.

(Continued on next Column)

FACES AND THEIR MEANING.

DR. RUDOLF KASSNER ON PHYSIOGNOMY.

NATIONAL CHARACTERISTICS.

BUDAPEST.

Dr. Rudolf Kassner, who is considered by Count Keyserling to be "the greatest thinker of the day," has returned to Budapest, after an interval of twenty years, as the guest of Count Janos Zichy.

In a lecture on physiognomy, at the Academy of Music, Dr. Kassner said that the science of physiognomy included all other sciences because it is built on position knowledge.

The Russian people unite extremes in their type. The expressions of spiritual disharmony, of absolute evil, and of idiosyncrasy are seen more frequently in Russia than anywhere else.

The German face is, in general, good, but rigid and inexpressive. The Kaiser's is a well-known example of a face which exhibits all the evil characteristics of its owner. From the physiognomist's point of view, another bad face is that of Ludendorff; whereas the face of Hindenburg is both sympathetic and fine. The French face is clever, fine, but sensual. The Italian face, like the German, is generally inexpressive, but still shows traces of the heroic, for the Latin races have given to the world the most perfect features. The face of Mussolini expresses both will-power and a high degree of intelligence.

The result of mechanical life is seen in the English and American face, which is frank, open and uniform. The Mongolian descent is to be observed in the Hungarian face, which is extremely expressive in old age. One of the noblest living faces is that of Count Apponyi, whose full face is Germanic, while his profile is pure Magyar.

Genius, whether finding expression in music, literature, art, or statesmanship, can be infallibly recognised by the shape of the ear, and by the eye. Mozart's ear resembled that of a desert fox. Goethe was a "full-face" personality; while the sharp features of Schiller, a "will-man," can be best realised in profile. Gogol's face shows sensuality and signs of moral degeneracy, and was characterised by a colossal and extraordinary nose. Strangely enough, the face of Ghandi in repose is ugly and expressionless, and shows little of the wonderful spirit which animates the man.

The faces of strong-willed active persons rarely change, while the features of intellectuals appear to be gently washed out by the passing of time. It is interesting to note that the deathmasks of great soldiers are invariably quiet, harmonious, and smooth, whereas those of poets are often ugly.

Britain Cleared.

Conditions in Great Britain are remarkably good owing to the strictness of the immigration and criminal laws. The British reply to the Commission's question stated that:

at the present time there is no evidence of any traffic in women or children between Great Britain and any foreign country.

The Commission itself stated that evidence of traffic on an organised scale was not found in Great Britain.

Poland's Bad Record.

Poland's record is an unsatisfactory one:

Poland was generally admitted by everyone interviewed at the time of this investigation to be a country of supply of women and girls who were taken to other countries, particularly to South America, for immoral purposes. According to information obtained from various sources, it would appear that Jewish women are particularly exposed to exploitation.

Rumania also is unsatisfactory. The position as regards international traffic in Rumania requires careful watching on the part of the authorities. Traffic through and out of the country is occurring, and a large number of young girls are being procured.

A case is cited from Switzerland in which the proprietor of a cabaret got an 18-years-old girl, employed by him as a dancer, to sign an agreement which enabled him to dismiss her for practically no reason and made her transferable at his will.

The inhumanity of such a contract is almost bound to produce disaster in the case of the foreign girl alone in a strange town, paid 5 francs a day, and without a friend to turn to when summarily dismissed.

Chinese Girls For U.S.

The White Slave traffic appears to be small in the United States, save for the Chinese girls smuggled on to the West Coast.

These very young girls are being smuggled into the United States and are held in what amounts to abject slavery; they are bought and sold like chattels.

H.M.S. "NELSON."

FEATURES OF NEW 35,000-TON WARSHIP.

THREE TRIPLE GUNS TURRETS.

The completion of the 35,000-ton battleship *Nelson* for the British Navy is an event of great importance. She arrives at Portsmouth from the Tyne to-day (April 23rd) and will go into the dockyard to-morrow morning, writes a correspondent to the *Daily Mail*.

With her sister ship, the *Rodney*, now nearly ready for sea, the *Nelson* is the last battleship that this country can lay down, under the conditions fixed by the Treaty of Washington, until 1931.

She and the *Rodney* are the only post-Jutland capital ships in the Navy, as the *Hood* was designed before Jutland, though the plans were modified considerably after that battle.

The *Nelson* cannot be described as a graceful-looking ship as were the ships of the Queen Elizabeth class, before their funnels were altered. The heavy battery of the new ship is bunched forward on the enormously long forecastle in three turrets, each of which contains three 16-in. guns.

Triple Gun Turrets.

These new battleships are the first vessels in the Navy to carry triple gun turrets, which were some time ago introduced in Italian, American, and Russian battleships. They have never been popular with gunnery officers, because the presence of three guns in a single turret means great complication.

The ship has no stern fire from heavy guns, and the heavy-gun turrets are so arranged that only two turrets, and not all three, fire ahead.

Astern six pairs of 6-in. guns are carried in six closed steel turrets, three pairs firing on either broadside.

There is only one funnel. This is placed astern of a huge anemometer, containing the fire-control appliances and the station for navigating and controlling the ship. There is a low tripod mast astern. She is 702ft. long and 106ft. broad and will carry a crew of 1,300 officers and men.

One-ton Shells.

Details of the ship have not been published and are still official secrets, so that it is, as yet, impossible to say what her fighting qualities are.

Her nine big guns are of new size in our modern Navy. They fire a 2,340lb. shell (or rather more than a ton weight) and they themselves weigh a little over 110 tons apiece. They are protected by extremely thick armour.

Against attack by aircraft the ship is defended by strong bomb-proof decks of hardened steel. Under water she is so designed that she could resist the explosion of four torpedoes, or even more. She has a very elaborate system of subdivision, though she is not fitted with the "bulge" which has been installed in all the battleships of the Royal Sovereign class.

Aeroplanes On Board.

Her cost will be about £7,000,000 (as compared with £5,843,000 for the much larger *Hood*); the cost of annual upkeep will be £432,000.

How many aeroplanes and catapults for discharging them at sea she will carry has not yet been disclosed. American battleships each carry one scouting and two fighting aeroplanes, with usually two catapults.

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INDIAN SHIPPING LEGISLATION.

SHIPPERS AND THE "CLAUSE PARAMOUNT" ON BILLS OF LADING.

CRY FOR UNIFORMITY.

At a recent meeting of the Bengal Chamber of Commerce, the Indian Carriage of Goods by Sea Act, 1925, was under discussion. The East India Section of the British Federation of Traders' Association last year called the attention of the Chamber to the situation which has arisen in respect of bills of lading since the passing of the Act.

Both of these organizations took exception to the use by shipping companies of what was called a "clause paramount" on bills of lading. That clause was stamped across the document, and it was to the effect that the bill of lading was subject to the provisions of the Indian Carriage of Goods by Sea Act.

The use of it was considered to be an unsatisfactory practice, tending to introduce further complications into a document which had been already criticised on that account. The London Chamber and the Federation maintained that a uniform and simple bill of lading, free from ambiguities and the possibility of misconstruction should be introduced in substitution for the several forms at present employed. They submitted a form which had been framed to a large extent on an agreed upon between Atlantic shipping companies and shippers from America.

Uniformity Necessary.

The British Federation urged the Calcutta United Kingdom Conference to adopt the proposed form, but the lines declined to accept it. They admitted that a uniform bill of lading was desirable, but they pointed out that the exigencies of the trade were many and varied; that the clauses at present appearing in bills of lading were inserted after long experience; and that in any case where they conflicted with the Indian Carriage of Goods by Sea Act they were nullified by the "clause paramount."

The London Chamber and the Federation maintained that this was an unsatisfactory position for the Conference to take up, and they urged that the Associated Chambers of Commerce of India and Ceylon should use their influence with the object of securing the adoption of a simple, equitable and uniform bill of lading. The Committee of the Bengal Chamber, after considering the proposal, referred it to their Shipping Sub-Committee, to the Calcutta Liners Conference, the Calcutta Jute Shippers Association, the Calcutta Wheat and Seed Trade Association and the Calcutta Baled Jute Shippers Association.

Result Of Experience.

The Committee found that the opinion of shippers, as expressed by the Shippers' Association named, was strongly in favour of the introduction into the eastern homeward trade of a uniform bill of lading. It appeared also that that opinion was shared by the Calcutta Exchange Banks. On the other hand, the shipping interests represented in the Chamber stated that they were opposed to the introduction of a uniform bill of lading. They thought that it was reasonable for the lines to use each its own form of bill of lading. They

(Continued on next column).

WATCHING CANCER GROW.

CINEMATOGRAPH FILMS OF LIVING CELL TISSUES.

NEW MEDICAL WONDER.

One of the most important pieces of medical research in recent years has just been revealed.

It is a quick-motion cinematograph camera which takes films through a microscope of living cell tissues, and its inventor is Dr. R. G. Cantu, the well-known pathologist, of St. Bartholomew's Hospital, who is actively engaged in cancer research.

To an audience composed of the scientific section of the Zoological Society Dr. Cantu showed 800 feet of film depicting the actual growth of normal tissue and of malignant tissue—namely, cancer.

Advance On The Microscope.

Whereas in the past the growth of malignant tissue could only be observed under the microscope by the naked eye at periodic intervals, Dr. Cantu's machine can take the continuous growth at an enormous speed over long periods. The film is then put through at about 100 times the number of photos to the minute actually taken.

It is the opposite to the slow-motion film, but the growth is so slow that even at the tremendous speed with which the film is shown every stage is revealed at a moderate rate, which allows the eye to follow easily what is going on in the division and multiplication of the tiny cells highly magnified.

The longest exposure made in Dr. Cantu's experiments was 27 hours, and the whole of this was reeled off in one and a half minutes!

Reversing The Process.

The importance of this invention cannot be too highly estimated, inasmuch as it will be applicable to the investigation into all manner of malignant disease, not cancer alone.

Moreover, the film may be reversed, showing the whole process backwards—considered by medical experts to be a perfect method of carrying out biological investigation.

Dr. Cantu took twelve months to build the camera and other apparatus, digging through the floor of his house in order to lay a floor of concrete on which are alternate layers of sorbo rubber sponge and flags of concrete. Into this is built the apparatus.

The camera is controlled by electricity and the intervals at which films are taken are regulated by automatic clocks.

agreed with the Calcutta United Kingdom Conference that the various clauses had been inserted after long experience of the trade, and they pointed out that even if any of them did conflict with the provisions of the Indian Carriage of Goods by Sea Act they were nullified by the "clause paramount."

In the face of that division of opinion the Committee of the Bengal Chamber could not take any definite action. They have accordingly explained to the London Chamber and the British Federation, that the membership of the Chamber comprised all branches of trade, including both shippers and shipowners, and that where the opinions of any two sections were in conflict the Committee could not support one of them as against the other.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ANGERS."

BRINGING CARGO FROM MARSEILLES, &c.

CONSIGNEES are hereby notified that the Cargo, having arrived per S.S. "AUTOMEDON" from Singapore, will be discharged into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 2nd June, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 30th May, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hong Kong, 24th May, 1927. [4859]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 24th.				
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.	On Date at 8 p.m.
Barometer...	29.72	29.71	29.71	29.71
Temperature...	79	76	73	73
Humidity...	82	84	86	86
Wind...				
Direction...	E	Cal'm	E	E
Force...	2	0	3	3
Weather...	O	O	OP	OP
Rain...	7.59	0.00	0.00	0.00

Highest open-air Temperature, 23rd: 81

Lowest open-air Temperature, 24th: 76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From May 25th to 31st, 1927.

High Water.		Low Water.	
Days of Week	Time	Days of Week	Time
Wed. 25	h. m. 5 55	h. m. 10 3	4 0
Thur. 26	h. m. 4 14	h. m. 11 38	1 4
Fri. 27	h. m. 6 25	h. m. 9 57	3 4
Sat. 28	h. m. 6 53	h. m. 9 24	1 6
Sun. 29	h. m. 6 46	h. m. 9 50	2 6
Mon. 30	h. m. 7 21	h. m. 9 1	1 8
Tues. 31	h. m. 7 49	h. m. 8 54	1 48
	h. m. 8 51	h. m. 8 52	2 35
	h. m. 8 23	h. m. 8 21	2 11
	h. m. 9 32	h. m. 8 49	3 22
	h. m. 8 57	h. m. 8 42	4 2
	h. m. 10 32	h. m. 8 4	4 8

SUNRISE AND SUNSET IN HONG KONG.

FOR MAY, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

	Sunrise.	Sunset.
May 25th.....	5.40 a.m.	7.00 p.m.
" 26th.....	5.40 "	7.01 "
" 27th.....	5.40 "	7.01 "
" 28th.....	5.39 "	7.02 "
" 29th.....	5.39 "	7.02 "
" 30th.....	5.39 "	7.02 "
" 31st.....	5.39 "	7.03 "

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA SINGAPORE.

CONSIGNEES per Co's Steamer "THESEUS" are hereby notified that the Cargo, having arrived per S.S. "AUTOMEDON" from Singapore, will be discharged into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 2nd June, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 30th May, 1927.

No Fire Insurance will be effected by us in any case whatever.

BUTTERFIELD & SWIRE,

Agents.

21st May, 1927. [4949]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence Delivery may be obtained.

Goods not cleared by the 30th instant, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined by Messrs. Goddard and Douglas, on 27th instant, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., Agents.

Hong Kong, 23rd May, 1927. [4951]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamer "POLARIS"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th May, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned, on or before 6th June, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 30th May, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., General Agents.

Hong Kong, 24th May, 1927. [4955]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "AUTOMEDON" are hereby notified that the Cargo will be discharged into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 2nd June, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 30th May, 1927.

No Fire Insurance will be effected by us in any case whatever.

BUTTERFIELD & SWIRE,

Agents.

21st May, 1927. [4950]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th June, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., LTD., Agents.

Hong Kong, 20th May, 1927. [4942]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "BERENGAR"

having arrived from BREMEN, HAMBURG and Pina, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained.

All Goods remaining undelivered after the 30th of May, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ahe at 10 a.m. on the 27th of May, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 23rd May, 1927. [4957]

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M.S. "VOGTLAND" (H.A.L.) ... due here on or about the 1st July
M.S. "MUNSTERLAND" (H.S.L.) ... due here on or about the 14th July
S.S. "OLDENBURG" (H.A.L.) ... due here on or about the 29th July

HOMEWARD.

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* S.S. "TIRPITZ" (H.S.L.) ... sailing from here on or about the 22nd June
* S.S. "RAMSES" (H.A.L.) ... sailing from here on or about the 7th July
* S.S. "ERMLAND" (H.S.L.) ... sailing from here on or about the 18th July
* S.S. "VOGTLAND" (H.A.L.) ... sailing from here on or about the 8th Aug

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S.S. "TRIEB" ...	28th June, "	23rd July, "
S.S. "GOTHA" ...	27th July, "	22nd August, "
S.S. "SAARBRUECKEN" ...	24th August, "	17th Sept. "

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HONG KONG. [20]

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONG KONG & WHAMPOA DOCK CO. LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.N.A., Kowloon Dock, Hong Kong.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROWA	BATAVIA	29th May	2nd June	SHANGHAI
TJIKARANG	SHANGHAI	30th "	2nd "	BATAVIA
TJIPANAN	JAVA, MACASSAR	30th "	4th "	SAIGON
TJIPANOEK	JAVA, MACASSAR	31st June	9th "	AMOI & N. CHINA
TJIKIN	N. C. & AMOI	8th "	9th "	BATAVIA
TJIPONDARI	BATAVIA	15th "	15th "	SHANGHAI
TJIKAROEI	" SHANGHAI	12th "	16th "	BATAVIA
TJITAROEEM	MACASSAR, JAVA	20th "	23rd "	AMOI & N. CHINA
TJISALAK	N. C. & AMOI	22nd "	23rd "	MACASSAR & JAVA

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI "CHENAN" ... On 27th May, Noon
SHANGHAI & TSINGTAO "SINKIANG" ... On 28th May, 6 a.m.
SWATOW, NINGPO, SHANGHAI, NEW.
CHONGKING & DALNY ... "CHANGCHOW" ... On 28th May, 4 p.m.
AMOI, SWATOW & SINGAPORE ... "ANHUI" ... On 29th May, 6 a.m.
SWATOW & BANGKOK ... "KAYING" ... On 29th May, 10 a.m.
HAIKOW, SHANGHAI & TSINGTAO ... "YINGCHOW" ... On 30th May, Noon.
AMOI, SHANGHAI & TSINGTAO ... "SUNNING" ... On 31st May, 6 a.m.
HAIKOW, PAKHAI & HAIKOW ... "TRAN" ... On 2nd June, 10 a.m.
SWATOW & SHANGHAI "LINAN" ... On 2nd June, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN ... "HUICHOW" ... On 3rd June, 6 a.m.
SHANGHAI & TSINGTAO "SHANTUNG" ... On 4th June, 6 a.m.
AMOI, SWATOW & SINGAPORE ... "KWEIYANG" ... On 5th June, 6 a.m.
SWATOW & BANGKOK ... "KALANG" ... On 5th June, 10 a.m.
SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE and \$90 RETURN.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.
SAILING FROM HONG KONG ON OR ABOUT
SAILING FROM SYDNEY ON OR ABOUT
CHANGTE ... 11th June ... 18th June
TAIPING ... 8th July ... 15th July
CHANGTE ... 9th August ... 16th August
TAIPING ... 6th September ... 13th September
For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.
TELEPHONE: CENTRAL 36. [6]

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.)
AND
"AMERICAN & MANCHURIAN LINE"
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Hongkong:
S.S. "ELPENOR" ... Via Suez Canal ... 5th June.
S.S. "CITY OF KORE" ... Via Suez Canal ... 19th June.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON. [21]

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
BOSTON
AND
NEW
YORK

M.V. "CHINESE PRINCE" ... 6th June, 1927.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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KONINKLIJKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE MOTOR SHIP

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 26th May.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to & destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YORK BUILDING, CHATER ROAD. [13]

Shipping News

Arrivals and Departures,
etc.

ARRIVALS.

May 23rd.
Capin, British str., 3,478 tons,
Capt. A. L. Vines, from Taro
kan, with 7,827 tons of fuel oil,
lying at North Point. A.P.C.
Hafslund, Norwegian str., 761 tons,
Capt. C. Beck, from Bangkok
and Kolschlag, with a cargo
of rice, lying at buoy No. 129.
Lee Bing Kee.
Hampi, French str., 739 tons, Capt.
L. Cruchot, from Port Bayard,
with a general cargo, lying at
Stonecutters. M.M.
Kaiyuga Maru, Japanese str., 1,559
tons, Capt. Y. Mori, from Koo-
lung, with a cargo of coal, lying
at buoy No. 479. M.S.K.
Limchow, French str., 1,416 tons,
Capt. M. Meun, from Haiphong
and Hoibow, with a general
cargo, lying at buoy No. 645.
Sing Kee Co.
Luciflow, British str., 3,233 tons,
Capt. Murray, from Singapore
and Balikpapan, lying at North
Point. A.P.C.
Valencia, Dutch str., 707 tons,
Capt. E. D. de Muinck, from
Swatow, with empty drums,
lying at Taikoktsu. A.P.C.

May 24th.
Angers, French str., 5,609 tons,
Capt. L. Rigaud, from Mar-
seilles and Saigon, with a
general cargo, lying at buoy No.
A25. M.M.
Athos II., French str., 9,608 tons,
Capt. Brun, from Shanghai,
with a general cargo, lying at
buoy No. 44. M.M.
Hap Sang, British str., 1,399 tons,
Capt. W. J. Booker, from
Tsingtau and Shanghai, with a
general cargo, lying at West
Point Wharf. Jardine, Matheson
& Co.
Hydranga, British str., 561 tons,
Capt. W. Brewer, from Fort
Bayard, with a general cargo,
lying at Chin On Wharf. Chiu
On S.S. Co.
Kokusa Maru, Japanese str., 1,995
tons, Capt. U. Okubo, from
Moji, with a general cargo,
lying at Kowloon Wharf.
O.S.K.
Mishima Maru, Japanese str., 4,915
tons, Capt. M. Nakamura, from
Nagasaki, with a general cargo,
lying at Kowloon Wharf.
N.Y.K.
Nyanga, British str., 4,321 tons,
from Shanghai, with a general
cargo, lying at buoy No. A6.
Mackinnon, Mackenzie & Co.
Romolo, Italian str., 6,014 tons,
Capt. C. Antonio, from Trieste
and Singapore, with a general
cargo, lying at buoy No. A1.
Dadwell & Co.
Sui Yang, British str., 1,504 tons,
Capt. W. Lumsden, from Can-
ton, with a general cargo, lying
at buoy No. B9. B. & S.

CLEARANCES.

May 24th.
Angers, for Shanghai.
Athos II., for Saigon.
Hafslund, for Shanghai.
Hap Sang, for Swatow.
Kokusa Maru, for Saigon.
Mishima Maru, for Manila.
Pon Sang, for Pakhoi.
President Madison, for Manila.
Suiyang, for Amoy.
Taikoku Maru, for Hoibow.
Tobin Maru, for Tsingtau.

PASSENGERS.

ARRIVALS.
Per s.s. Angers, on May 24th.—
Mr. Costes, Mr. G. D. Ness, Mr.
C. Boffa, Mr. Brogging, Mr. A.
H. Crompton, Mrs. R. Pubeau, Mr.
G. Laury, Mrs. G. Gochet, Mrs.
Beourt, Mrs. Post, Mrs. Loudot,
Mrs. J. de Jelde, Mrs. de Men-
lonasse, Mr. J. Cornelys, Mrs. M.
Dittroy, Mrs. Z. Roosa, Mr. J.
J. Ido, Mr. A. Galatas, Mr. Bau-
tner, Mr. Missey, Mr. Rainegal,
Mr. Serres, Mr. Castaing, Mr.
Amaurich, Mr. Baile, Mr. Bur-
rande, Mr. and Mrs. Cockair.
European passengers per s.s.
Mishima Maru from Japan, on
May 24.—Mr. W. Hume, Mrs. F.
Longley, Miss W. Carl, Mr. F.
H. Russell, Mr. and Mrs. B. A.
Spier, Mr. H. S. Turner, Mrs.
M. Thomson, Miss M. D. Cooke,
Mr. E. Allwood, Mrs. L. Cooke,
Mrs. V. Elliot, Mr. M. B. Fidge,
Miss D. Latham, Mrs. S. Margaret
Peppers, Miss V. M. Pennington,
Mr. E. W. Westwood, Mrs. A. B.
Westwood, Master M. Westwood.

WARSHIPS IN PORT.

North Wall, Sterling; South
Wall, Vivien; East Wall, Subs.
L15 and L19; West Wall, Titania
and Subs. L2 and L3; Taikoo
Dock, Aphis; Kowloon Dock,
Hermes and Ladybird; Coaling
Camber, L9; Buoy 2, Wootton
and Wolsey; Buoy 3, Dragon;
Buoy 6, Froisher; Buoy 7, Delhi;
Buoy 8, Danae; Buoy 10, Sonnet
and Sepoy; Buoy 11, Phreacian;
Buoy 12, Bruce; Buoy 13, Mary-
zine; Buoy 18, Ruthenia and
Khaki; Buoy 19, Verity; Buoy 20,
Catal; Buoy 23, Francis; Buoy 24,
H.S. Maine.

VESSELS EXPECTED.

Adriatic (Blue Funnel), due July
15th.
Agapenor (Blue Funnel), due May
27th.
Antenor (Blue Funnel), due July
20th.
Asaphus (E. & A.), due July 4th.
Benares (Swedish East Asiatic),
due June 28th.
Benarlich (Ben. Line), due May
29th.
Deucalion (Blue Funnel), due June
25th.
Fulda (Melchora), due May 30th.
Helios (Blue Funnel), due June
23rd.
Lion (Blue Funnel), due July 3rd.
Kalyan (P. & O.), due June 9th.
Kalyan (P. & O.), due August 4th.
Kashgar (P. & O.), due July 7th.
Macedonia (P. & O.), due June
23rd.
Machon (Blue Funnel), due June
12th.
Mantua (P. & O.), due to-morrow.
Marea (P. & O.), due August 18th.
Novara (P. & O.), due June 28th.
Orates (Blue Funnel), due June
24th.
Patricus (Blue Funnel), due June
22nd.
Persus (Blue Funnel), due July
7th.
Pyrrhus (Blue Funnel), due June
17th.
Philactis (Blue Funnel), due Aug.
5th.
Ravallindi (P. & O.), due July
21st.
Rheinar (Blue Funnel), due July
27th.
Sargis (Blue Funnel), due to-
day.
St. Albans (E. & A.), due June
8th.
Talaman (B.I. & Apear), due June
8th.
Talan (B.I. & Apear), due June
4th.
Tande (E. & A.), due May 31st.
Telmarchus (Blue Funnel), due
July 29th.
Trebartha (B.I. & Apear), due to-
morrow.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT PIERCE ... Tuesday, June 7th
PRESIDENT TAFT ... Tuesday, June 21st
PRESIDENT JEFFERSON ... Tuesday, July 5th
PRESIDENT GRANT ... Tuesday, July 19th
PRESIDENT MADISON ... Tuesday, Aug. 2nd

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE
SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States
and Canada, with liberal stop-over privileges for
Sightseeing. Ask for information. Following are
suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 1	Seattle	Leviathan	July 2	C'burg-S'hmptn July 8
June 7	San Francisco	Olympic	July 9	C'burg-S'hmptn July 15
June 15	Seattle	Geo. Washington	July 13	P'mth-C'burg July 21
June 21	San Francisco	Homeric	July 23	C'burg-S'hmptn July 29
June 29	Seattle	Leviathan	Aug. 6	C'burg-S'hmptn Aug. 12
July 5	San Francisco	Majestic	Aug. 11	P'mth-C'burg Aug. 7
July 13	Seattle	Berengaria	Aug. 10	C'burg-S'hmptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'burg Aug. 26
July 27	Seattle	Aquitania	Aug. 24	C'burg-S'hmptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'burg-S'hmptn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'burg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'burg-S'hmptn Sept. 23

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT MADISON ... Wednesday, June 1st
PRESIDENT JACKSON ... Wednesday, June 15th
PRESIDENT MONKLEY ... Wednesday, June 29th
PRESIDENT LINCOLN ... Wednesday, July 13th
PRESIDENT CLEVELAND ... Wednesday, July 27th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES
—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT MONROE ... Tuesday, June 7th, 8.00 a.m.
PRESIDENT WILSON ... Tuesday, June 21st, 8.00 a.m.
PRESIDENT VAN BUREN ... Tuesday, July 5th, 8.00 a.m.
PRESIDENT HAYES ... Tuesday, July 19th, 8.00 a.m.
PRESIDENT POLK ... Tuesday, Aug. 2nd, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MADISON ... May 24th, 6.00 p.m.
PRESIDENT PIERCE ... May 30th, 6.00 p.m.
PRESIDENT MONROE ... June 7th, 8.00 a.m.
PRESIDENT JACKSON ... June 7th, 6.00 p.m.
PRESIDENT TAFT ... June 13th, 6.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).

Telephone: Central 2477, 2478 & 786.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TIENTSIN via SWATOW
& SHANGHAI ... "LEESANG" ... Friday, 27th May, at 10 a.m.
STRAITS & CALCUTTA ... "HOSANG" ... Friday, 27th May, at 3 p.m.
SANDAKAN ... "HINSANG" ... Saturday, 28th May, at 3 p.m.
TSINGTAO via SWATOW
& SHANGHAI ... "HOPSANG" ... Sunday, 29th May, at 10 a.m.
SWATOW, NINGPO &
SHANGHAI ... "YUSANG" ... Monday, 30th May, at 10 a.m.
KOBE via AMOI & MOJI ... "KUTSANG" ... Wednesday, 1st June, at 7 a.m.
TSINGTAO via SWATOW &
SHANGHAI ... "HANGSANG" ... Wednesday, 1st June, at 10 a.m.
TIENTSIN ... "CHONGSHING" ... Wednesday, 1st June, at 10 a.m.
STRAITS & CALCUTTA ... "FOOKSANG" ... Saturday, 4th June, at 3 p.m.
OSAKA via AMOI, MOJI &
KOBE ... "SUISANG" ... Sunday, 5th June, at 7 a.m.
TSINGTAO via SWATOW
& SHANGHAI ... "KWONGSANG" ... Wednesday, 8th June, at 10 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON, £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG" ... (via Oran) ... 1st June.
Steamship "GARNARVONSHIRE" ... (via Oran) ... 29th June.
Steamship "PEMBROKESHIRE" ... (via Oran) ... 27th July.
Motor Vessel "GLENOGLE" 24th August.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE" ... Due Hong Kong.
Steamship "GLENIFFER" ... 11th June.
Motor Vessel "GLENOGLE" ... 23rd June.
Motor Vessel "GLENAMOY" ... 7th July.
Motor Vessel "GLENAMOI" ... 26th July.
Motor Vessel "GLENARRY" ... 4th August.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD. [9]

DODWELL & CO., LTD

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "CORDY CASTLE" ... sails on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (PIUMES).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.
REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE ... £72. 10s. 0d.
LONDON ... £80. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.
M.V. "ROMOLO" ... Sails on or about 26th May
M.V. "VIMINALE" ... Sails on or about 23rd June
M.V. "REMO" ... Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.
S.S. "VENEZIA" ... Sails on or about 9th June
M.V. "ROMOLO" ... Sails on or about 28th June
M.V. "VIMINALE" ... Sails on or about 26th July

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 3rd June
S.S. "UMVOLOSI" ... Sails from Calcutta 30th June

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1020.

Agents.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings
subject to alteration without notice.

FOR

SWATOW AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING ... Friday, the 27th May, at 1 p.m.
HAINING ... Tuesday, the 31st May, at 2 p.m.
HAIHONG ... Friday, the 3rd June, at 1 p.m.

* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow
(Pagoda Anchorage) or vice versa and Return by the same Steamer at
the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA AND VANCOUVER

SAILINGS 1927.

Steamers.	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPEROR OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPEROR OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Sept. 31
EMPEROR OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPEROR OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

RAILWAY TRAVEL DE LUXE

THE TRANS-CANADA LIMITED.

The longest-distance all-sleeping car train on the North American Continent, offers a through unbroken service between the Pacific and Atlantic with no change of cars.

VANCOUVER TO TORONTO 83 HOURS 10 MINS.
VANCOUVER TO MONTREAL 88½ HOURS.

THE MOUNTAINEER.

A daily solid through train of coaches, standard sleeping cars, dining cars and compartment observation sleeping car.

VANCOUVER TO CHICAGO 83½ HOURS.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TAIYO MARU	Tuesday, 31st May, at Noon
TENYO MARU	Monday, 13th June, at Noon
KOREA MARU	Tuesday, 28th June
* Calls Keelung & Los Angeles.	
LONDON via Singapore, Suez, Marseilles & Ports.	
HAKONE MARU	Saturday, 4th June, at 11 a.m.
SUWA MARU	Saturday, 18th June, at 11 a.m.
FUSHIMI MARU	Saturday, 2nd July
SYDNEY & MELBOURNE via Manila & Ports.	
MISHIMA MARU (calls Zamboanga)	Wednesday, 25th May, at 11 a.m.
TANGO MARU	Wednesday, 22nd June
BOMBAY via Singapore, Penang & Colombo.	
MURORAN MARU	Saturday, 28th May
SADO MARU	Saturday, 11th June
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Wednesday, 8th June, at Noon
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
WAKASA MARU	Friday, 27th May
NEW YORK and/or BOSTON via PANAMA.	
ATAGO MARU	Wednesday, 25th May
ASUKA MARU	Monday, 13th June
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
DURBAN MARU	Thursday, 18th June
CALCUTTA via Singapore, Penang & Rangoon.	
MOJI MARU	Monday, 30th May
TOKUSHIMA MARU	Wednesday, 22nd June
NAGASAKI, KOBE & YOKOHAMA.	
AKI MARU	Friday, 17th June
SHANGHAI, KOBE & YOKOHAMA.	
MALACCA MARU (Moji direct)	Saturday, 28th May
LYONS MARU	Monday, 30th May
HAKOZAKI MARU	Monday, 30th May
TAMBA MARU	Tuesday, 31st May

For further information, apply to
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.) (7)

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poison: one matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Dorrshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., 20, Noel St., N.W. 1, London, W.C.2. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" REMEDIES on the wrapper. Government Stamp. Sold by LEADING CHEMISTS.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

INWARD AND THROUGH CARGOES NORMAL.

HEAVY ARRIVALS AND DEPARTURES.

The returns for the 24 hours ended at 9 a.m. yesterday showed that both local and through freights were normal. British vessels were the smallest contributors. The arrivals and departures during the period were heavy.

Of the 17 arrivals, 11 vessels discharged here. The total tonnage of cargoes unloaded was 15,750 tons. Of these 9,100 tons were general merchandise, with only 573 tons on three British steamers.

The two best returns were 2,000 tons and 1,162 tons. The former were brought by the s.s. *Lincoln* (French) from Hoihow, and the latter by the *President Harrison* from New York and Shanghai.

Through freights were manifested on five vessels and totalled to 14,821 tons. Of these one British steamer accounted for 417 tons. The two best returns were shown by the m.v. *Romulo* (Italian) from Trieste and Singapore which carried 6,100 tons and the s.s. *President Harrison* from New York and Shanghai which was responsible for 3,707 tons.

In addition to general merchandise there were 6,650 tons of coal landed here, of which the British vessel *Dalmatian* from Aden contributed 3,600 tons. There were also 1,600 tons of the same commodity for other ports.

The arrivals and departures for the period under review were:—
British, 5 arrivals and 5 departures; American, 2 arrivals and 2 departures; French, 2 arrivals and 1 departure; Italian, 1 arrival; German, 1 arrival and 1 departure; Dutch, 1 arrival and 2 departures; Norwegian, 1 arrival and 3 departures; Japanese, 4 arrivals and 5 departures; Chinese, 3 departures. The following were the cargo carriers:—

S.S. *Singapore* (British) from Canton, 120 tons general for Hong Kong.

S.S. *Dalmatian* (British) from Aden, 5,600 tons coal for Hong Kong.

S.S. *Cape* (British) from Tarakan, 7,827 tons fuel oil for Hong Kong.

S.S. *President Harrison* (American) from San Francisco and Shanghai, 1,750 tons general for Hong Kong and 2,276 tons for other ports.

S.S. *President Harrison* (American) from New York and Shanghai, 1,162 tons general for Hong Kong and 3,707 tons for other ports.

S.S. *Lincoln* (French) from Hoihow, 2,000 tons general for Hong Kong.

S.S. *Kohsui Maru* (Japanese) from Nagoya and Moji, 230 tons general for Hong Kong and 2,321 tons for other ports.

S.S. *Kaiyoku Maru* (Japanese) from Keelung, 1,030 tons coal for Hong Kong and 1,000 tons for other ports.

S.S. *Hydrangea* (British) from Fort Bayard, 17 tons general for Hong Kong.

(Continued on next column).

DAILY WATERFRONT NEWS.

GAY SCENE AT THE HARBOUR.

BRITISH SHIPS "DRESSED" FOR EMPIRE DAY.

[BY LONGSHOREMAN.]

The harbour before eight o'clock yesterday morning presented a dismal and foggy appearance. Everything was quiet with a few sampans and junks under way here and there. But at 8 a.m. the scene changed as with one accord warships and British merchantmen "dressed ship" with flags and bunting in honour of "Empire Day." It was, by a happy coincidence just at this time that the sun broke through heavy banks of cloud.

Robbery On Steamer.

Five hundred dollars in bank notes were reported by the Chief Engineer of the s.s. *Clara Jensen* to have been stolen from his cabin between 1 and 4 p.m. on Monday.

Wreck For Sale.

Tenders are being invited for the purchase of the wreck of the fore part of the s.s. *Typhoon* as it now lies at Ling Ting Island.

Chinese Passengers' Entry.

The returns for the 24 hours ended at 9 a.m. yesterday showed that 1,275 Chinese deck passengers had entered into the Colony. These were brought by 8 steamers.

Three Deaths At Sea.

Three deaths occurred on two British ships while at sea. On the *Harrison*, one Chinese died on May 13th through old age and on Monday another passenger succumbed to tuberculosis. On the *Madison*, one death was reported during the voyage from San Francisco to Shanghai.

Fuel Oil.

The British vessel *Cape* arriving here yesterday discharged 7,827 tons of fuel oil for the Asiatic Petroleum Company. The steamer came from Tarakan.

N.G.L. Insurance Company.

The North German Lloyd has established an insurance company under the title *Brenna Versicherungs Aktien-Gesellschaft* of Bremen. The company will cover transport insurance and re-insurance business. The subscribed capital is one million Reichsmarks. The manager will be Mr. H. Bornmann (formerly confidential clerk of the Argos Line). The company has been registered in Bremen.

(Continued on next Column).

S.S. *Hop Sang* (British) from Shanghai and Swatow, 641 tons general for Hong Kong and 417 tons for other ports.

S.S. *Romulo* (Italian) from Trieste and Singapore, 237 tons general for Hong Kong and 6,100 tons for other ports.

S.S. *Berengaria* (German) from Bremen and Singapore, 498 tons general for Hong Kong.

S.S. *Hafslor* (Norwegian) from Kongsberg, 1,700 tons general for Hong Kong.

S.S. *Taipei Maru* (Japanese) from San Francisco and Shanghai 690 tons general for Hong Kong.

(Continued on next column).

Dollar Line And The China Crisis.

Authority has been granted by the Shipping Board to the Dollar Steamship Company, of San Francisco, operating the American Orient Line, to divert passenger vessels from their regular schedules in order to evacuate American refugees from China and to transport troops and material to China on application of Stanley R. Dolan, vice president of the Dollar Steamship Co.—New York Maritime Register.

Straits Optum Haul.

On the arrival of the steamer *Hong Peng* at Penang from Singapore the vessel was boarded by Mr. Byrne, head of the Preventive Service, and several revenue officers. During a search they discovered 1,200 taels of non-Government opium and 750 dollars in Chinese 10-cent pieces. No claim has been made in either case.

B.I. Steamer Sold To Japanese.

The B.I. steamers *Tara* and *Teeta*, for many years running between India and Singapore in connection with the fortnightly outward and homeward P. & O. mails via Bombay, have been sold to Japanese, and their place on the run have been taken by the *Robur* and the *Regala*, newer and larger boats than their predecessors.

Miscellaneous.

The s.s. *Taipei Maru* is being docked for periodical overhaul to-day. She arrived from the North on Monday, and is due to sail for San Francisco via ports next Tuesday.

The s.s. *Pakhoi* which was reported to have been aground near the Siam Shiu river has returned to the Colony. The owners had to spend \$5,000 before the work of getting the ship clear of the beach was completed. It is expected that in a few days' time the s.s. *Pakhoi* will be on her normal run again. H.M.S. *Amethyst*, which was handed over to the Admiralty by Messrs. Yardley & Co., Glasgow, is the first post-war destroyer to enter the Royal Navy. The trials of the vessel proved that the contract speed of 37 knots could easily be obtained. The destroyer is fitted with a new type of Yarrow water-tube boiler.

Baron Line Vessel.

Among vessels arriving in port early this week was the s.s. *Baron Indragy* of the Baron Line, with a cargo of coal for the Kowloon Naval Yard.

The vessel is registered at Adressan and according to the report handed in to the Harbour Office, is owned by the master, Mr. S. H. Hill and the Chief Officer, Mr. N. Martin. She is a ship of 2,336 gross and 2,215 nett, built by Hamiltons of Port Glasgow in 1921 and oil engine by H. Hogarth and Sons. Her dimensions and length 335 feet, beam 59 feet and moulded depth 24 feet. Her cargo from Barry Dock consists of 5,600 coal for the Naval authorities and she carries a crew of 30 British. Messrs. Dodwells are the local agents.

SHIPPING MOVEMENTS.

The Den Line s.s. *Benarich*, from Leith, Middlesbrough, Antwerp, London and Straits is due to arrive here on 29th instant.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT	
S.S. "CITY OF PEKIN"	Havre, London, & Hamburg ... 8th June.
S.S. "CITY OF TOKIO"	Havre, London, Rotterdam & Hamburg ... 13th July.
S.S. "CITY OF GLASGOW"	Havre, London, Rotterdam & Hamburg ... 13th Aug.
AUSTRALIA	
Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.	
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.	
BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE	
S.S. "CITY OF KOBE"	via Suez Canal ... 19th June.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK	
M.V. "FORREBANK"	via Suez Canal ... 27th May.
S.S. "COMERIC"	via Suez Canal ... 26th July.
MAURITIUS & SOUTH AFRICA	
S.S. "TINHOW"	From Hong Kong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Ludoritz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to:—
Telephone: Central 4791.
THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND). MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NYANZA"	7,023	25th May, Noon	S'pore, Penang, Colombo, B'bay & Karachi.
"MOBEA"	10,953	25th May	Marseilles and London.
"KASHMIR"	8,955	11th June	Marseilles and London.
"MIRZAPUR"	6,715	10th June	Marseilles and London.
"MANTUA"	10,946	25th June	Marseilles, London and Antwerp.
"KALYAN"	9,144	23rd July	Marseilles and London.
"MACEDONIA"	11,120	23rd July	Marseilles, London and Antwerp.
"KASHGAR"	9,005	23rd Aug.	Marseilles and London.
"KAWALPINDI"	10,019	20th Aug.	Marseilles, London and Antwerp.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	10th June	Singapore, Penang and Calcutta
"TREBARTHA"	4,587	24th June	do.

† Cargo only.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	3rd June	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	1st July	Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	9,000	29th July	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hoihow, Cebu, Kolambagan, Irawa, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MANTUA"	10,946	27th May, D.L.	Shanghai, Moji and Kobe.
"TREBARTHA"	4,587	28th May	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	7th June	Moji, Kobe, Osaka & Yokohama.
"KALYAN"	9,144	10th June	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	24th June	S'hai, Moji, Kobe and Yokohama.
"NOVARA"	6,953	29th June	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	9,000	3rd July	Moji, Kobe, Osaka & Yokohama.
"KASHGAR"	9,005	23rd July	S'hai, Moji, Kobe & Yokohama.
"KAWALPINDI"	10,019	20th Aug.	Shanghai.
"KHYBER"	9,114	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
"MOBEA"	10,953	18th Aug.	do.
"KHYBER"	9,114	2nd Sept.	do.
"MALWA"	10,955	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	15,504	25th Oct.	do.

† Cargo only.

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. (1)

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

m.v. "JAPAN"	...	...	Loading about 8th June, 1927
m.v. "BENARES"	...	...	31st July, 1927

FOR SHANGHAI AND JAPAN PORTS.

m.v. "BENARES"	...	...	Loading about 29th June,
m.v. "NANKING"	...	...	14th July,

For further particulars, apply to the Agents—

GILMAN & CO., LTD., G. E. HUYGEN.
Hong Kong, Canton.

POST OFFICE NOTICE. INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Singapore ...	25th May
STRAITS ...	Trebartha ...	26th May
EDOUK via Suez (letters & papers, London, 25th April, & parcels, 21st April) ...	Morua ...	27th May
SHANGHAI ...	Hakozaki Maru ...	29th May
STRAITS ...	Emp. of Canada ...	30th May
MANILA ...	Aeneas ...	30th May
SHANGHAI ...	Emp. of Russia ...	31st May
CANADA, U.S.A., JAPAN & SHANGHAI ...		1st June

OUTWARD MAILS.

FOR	PER	DATE
Haitow, Pakhoi and Haiphong ...	Taketa Maru ...	Wednesday, 26th, 8.45 A.M.
Nanda, Australia & New Zealand via Thursday Island (due Thursday Island, 6th June) ...	Australia Maru ...	Reg. 8.45 A.M.
Singapore and Bangkok ...	Kohao Maru ...	Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa ...	Nyanga ...	10.30 A.M.
Straits ...	Van Houten ...	Thursday, 27th, 10.30 A.M.
Swatow ...	Quana ...	10.30 A.M.
Straits and Calcutta ...	Hongkong ...	Letters 1.00 P.M.
Swatow ...	Hongkong ...	1.00 P.M.
Singapore ...	Hongkong ...	1.00 P.M.
Swatow, Amoy and Fuzhou ...	Hui (China) ...	Friday, 27th, noon
Shanghai & EUROPE via Siberia ...	Singapore ...	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles (due Marseilles, 24th June) ...	Morua ...	Reg. 25th, 9.00 A.M.
	G.P.O. ...	Par. 27th, 5.00 P.M.
		Reg. 28th, 9.45 A.M.
		Letters 10.30 A.M.
Swatow ...	Hongkong ...	Saturday, 28th, 1.30 P.M.
Swatow, Amoy and Formosa ...	Kaijo Maru ...	Sunday, 29th, 9.00 A.M.
Shanghai, Japan & EUROPE via Siberia ...	Hakozaki Maru ...	Monday, 30th, 10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles (due Marseilles, 2nd July) ...	Aeneas ...	Tuesday, 31st, 9.00 A.M.
	G.P.O. ...	Reg. 25th, 9.45 A.M.
		Letters 10.30 A.M.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid \$20,000,000
Reserve Funds:—
Sterling \$2,000,000
Siver \$13,000,000

Reserve Liability of Proprietors \$20,000,000

Head Office: Hong Kong.

Court of Directors:
Hon. Mr. D. G. M. BENARD,
Chairman.
A. H. COMPTON, Esq.,
Deputy Chairman.
W. H. Bell, Esq., J. A. Plummer, Esq.,
N. S. Brown, Esq., T. G. Wall, Esq.,
W. L. Patterson, Esq., H. P. White, Esq.,
Acting Chief Manager:
Hon. Mr. A. C. HYPER.

BRANCHES:—
Amoy, Hongkong, Peking,
Bangkok, Hanoi, Penang,
Batavia, Ipoh, Rangoon,
Bombay, Johore, Saigon,
Calcutta, Kuala Lumpur, Singapore,
Canton, Kowloon, Shanghai,
Chongqing, Lyons, Siam,
Colon, Manila, Tientsin,
Fuzhou, Nanking, Yokohama,
Hankow, Harbin, New York.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and Fixed Deposits received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.
Hong Kong, 11th April, 1927. [32]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYPER,
Acting Chief Manager.
Hong Kong, 9th March, 1927. [32]

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL AND SURPLUS
U.S. \$25,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

BRANCHES:
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General Banking and Exchange Business.
Interest Allowed on all Deposits.
Notes on Application.
LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
88 D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1821.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital \$2,000,000
Subscribed Capital \$1,800,000
Paid-up Capital \$1,000,000
Reserve Fund and Res. \$1,545,667

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Eastern Head Office: BATAVIA.

BRANCHES:—Batavia, Bandoeng, Bantam, Bencoolen, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA,
Manager.

THE BANK OF CHINA. 行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$50,000,000.00
PAID-UP CAPITAL \$12,760,300.00
RESERVE FUND \$2,564,389.00

Head Office:—PEKING.

Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITY TRUST CO., THE INTRUST BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hong Kong, January 18th, 1926. [38]

EVER SINCE



"Three Castles" Cigarettes have been manufactured to the same unvarying HIGH QUALITY STANDARD. It is the oldest brand on the market. Furthermore "Three Castles" tobacco was famous long before cigarettes were smoked.

In his classic work,—"THE VIRGINIANS" THACKERAY wrote,—"There's no sweeter Tobacco comes from Virginia & no better brand than the "Three Castles."

Three Castles The Doyen of the Cigarette World.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"AENEAS" 31st May, London, Falmouth & Glasgow.
"AUTOLYCUS" 14th June, London, Falmouth & Hongkong.
"DIOMED" 14th June, London, Falmouth & Hongkong.
"SARPEDON" 29th June, London, Falmouth & Glasgow.
*Calls at Casablanca.

LIVERPOOL SERVICE.

"THESUS" 29th June, Genoa, Havre, Liverpool & Glasgow.
"OANPA" 13th July, Genoa, Havre, Liverpool & Glasgow.
"ANTIOCHUS" 15th Aug, Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via Kobe & Yokohama)
"TALITHYRA" 9th June, Victoria, Vancouver & Seattle.
"ACHILLES" 2nd July, Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ELPENOR" 5th June, New York, Boston & Baltimore.
"AGAPENOR" 3rd July, New York, Boston & Baltimore.

PASSENGER SERVICE.

"SARPEDON" 5 p.m., 26th May, Shanghai, Taingtau, Weikwei, Taku Bar & Dairen.

"AENEAS" 31st May, Singapore, Marseilles & London.

"SARPEDON" 29th June, Singapore, Marseilles & London.

"PATROCLUS" 27th July, Singapore, Marseilles & London.

"ANTENOR" 24th Aug., Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

P. & O. BANKING CORPORATION, LIMITED.

PAID-UP CAPITAL \$2,564,100

RESERVE FUND \$180,000

Head Office:—

122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager.

Prince's Building, Chater Road, Hong Kong.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 18, Gracechurch Street, London, E.C. 3.

Authorized Capital \$2,000,000

Subscribed Capital \$1,800,000

Paid-up Capital \$1,000,000

Reserve Fund and Res. \$1,545,667

Head Office: LONDON.

Branches:—Bangkok, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every description transacted.

O. L. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 19th April, 1927. [29]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) Yen 100,000,000

Reserve Fund) Yen 92,500,000

Head Office: YOKOHAMA.

Branches and Agencies at:—

Alexandria, Honolulu, Rangoon, Batavia, Kobe, San Francisco, Bombay, Karachi, Singapore, Calcutta, London, Siam, Canton, Los Angeles, Shanghai, Hongkong, Manila, Singapore, Yokohama, Kobe, Peking, Tientsin, Hankow, New York, Harbin, Vladivostok (temporarily closed).

Interest allowed on Current Accounts Deposits received for Fixed Periods at rates to be obtained on application.

H. MORT, Manager.

Hong Kong, 17th March, 1927 [25]

BANQUE DE L'INDO-CHINE.

Head Office: 90, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Fund Frs. 69,384,519.10

Head Office: PARIS.

Branches:—Bangkok, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every description transacted.

O. L. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 19th April, 1927. [29]

THE BANK OF EAST ASIA, LIMITED.

Head Office: HONG KONG.

No. 10, Des Voeux Road Central, Hong Kong.

Authorized Capital \$10,000,000

Paid-up Capital \$5,000,000

Reserve Fund \$1,200,000

Branches and Agencies at:—

Batavia, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every description transacted.

Loans granted on approved securities.

Safe Deposit Boxes To Let.

KAM TUNG PO, Chief Manager.

Hong Kong, 21st March, 1927

THE BANK OF TAIWAN, LTD. (TAIWAN GINCO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000

Capital (Paid-up) Yen 39,376,000

Head Office:—TAIPEI, FORMOSA.

Branches:—Japan:—Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Gilan, Kagi, Kanko, Keelung, Makong, Nanku, Shichiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.

CHINA:—Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.

Others:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:—

THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM, Manager.

Hong Kong, 26th February, 1927. [32]

THE BANK OF CANTON, LTD.

Established 1912.

Head Office: HONG KONG.

Hong Kong Currency

Authorized Capital \$11,000,000

Paid-up Capital \$8,642,000

Reserve Fund \$50,000

Branches:—

CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—

THE LLOYDS BANK, LTD.

Correspondents

In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POON SHAN, Chief Manager.

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CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1826.

Head Office: LONDON.

Paid-up Capital \$2,000,000

Reserve Fund \$4,000,000

Reserve Liability of Proprietors \$2,000,000

Head Office: LONDON.

Branches:—

ALOR STAR, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, COLOMBO, HANKOW, HONG KONG, KUALA LUMPUR, KUCHING, MADRAS, MANILA, MEDAN, NEW YORK, PENANG, PERHAWAR, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, TOKYO, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

J. R. GEORGE, Manager.

Hong Kong, 7th March, 1927. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

5, Chater Road, Victoria, Hong Kong.

Head Office: 74, Rue St. Lazare, Paris.

Capital, fully paid up Frs. 40,000,000

Special Working Capital Frs. 50,000,000

Reserves Frs. 13,276,000

Branches:—

Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Phnom Penh, Peking, Tientsin, Shanghai, Hong Kong.

France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. BOLEIN, Manager.

Hong Kong, 21st April, 1927.

Printed and Published by OLIVER THOMAS BREAKSPAR, for the HONG KONG DAILY PRESS, LTD., at 14, Chater Road, Victoria, Hong Kong. London Office: 21, Bride Lane, Fleet Street, E.C. 4.